

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM 1

Date: December 2, 2009

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
8	C05016-07	Best, Best and Krieger <i>Steven C. DeBaun</i>	None
9	C07150-02	LAN Engineering Corporation <i>William Nascimento</i>	Wilson & Co. Douglas Engineering Earth Mechanics RHA Landscaping LIN Consulting

*

Approved
Board of Directors

Date: December 2, 2009

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

13	C10152	City of Colton Electric Utility	N/A
13	C10154	Southern California Edison	N/A

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

BOARD OF DIRECTORS ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	Special May 20 Mtg	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X	X		X	X	X	X	X		X	X	X	
Brad Mitzelfelt Board of Supervisors	X			X	X		X	X	X	X	X	X	
Paul Biane Board of Supervisors	X		X	X			X	X	X		X	X	
Josie Gonzales Board of Supervisors	X	X	X	X	X		X		X	X	X	X	
Neil Derry Board of Supervisors		X	X	X	X	X	X	X	X		X	X	
Charley Glasper City of Adelanto	X	X	X	X	X		X	X	X	X	X	X	
Rick Roelle Town of Apple Valley	X	X	X	X	X	X	X	X	X	X	X	X	
Julie McIntyre City of Barstow	X	X	X	X	X		X	X		X		X	
Bill Jahn City of Big Bear Lake	X	X	X	X	X	X	X	X	X	X	X	X	
Dennis Yates City of Chino	X	X	X	X	X	X	X	X	X		X	X	
Gwenn Norton-Perry City of Chino Hills		X	X	X	X			X	X		X	X	
Kelly Chastain City of Colton	X	X	X	X	X	X	X	X	X	X	X	X	
Mark Nuaimi City of Fontana	X	X	X	X	X	X	X	X	X	X	X	X	
Bea Cortes City of Grand Terrace	*	X	X	X	X	X	X	X	X		X	X	
Mike Leonard City of Hesperia	X	X		X	X		X	X	X		X		

X = member attended meeting.
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* = alternate member attended meeting. Empty box = Did not attend meeting

Crossed out box = not a Board Member at the time.

BOARD OF DIRECTORS ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	Special May 20 Mtg	June	July	Aug	Sept	Oct	Nov	Dec
Larry McCallon City of Highland	X	X	X	X	X	X	X	X	*	X	X	X	
Rhodes 'Dusty' Rigsby City of Loma Linda	X	X	X	X	X	X	X	X		X	X	X	
Paul Eaton City of Montclair	X	X	X	X	*		X	X	X	X	X	X	
Jeff Williams City of Needles	X	X		X	X		X	X	X	X		X	
Alan Wapner City of Ontario	X	X	X	*	X		X	X	X	X	X	X	
Diane Williams City of Rancho Cucamonga	X	X	X	X	X	X	X	X	X	X	X		
Pat Gilbreath City of Redlands	X	X	X	X	X	X	X	X	X	X	X	X	
Grace Vargas City of Rialto	*	X	X	X	X	X	X	X	X	X	X	X	
Ed Scott City of Rialto	X	X	X	X	X		X	*	X	X	X	X	
Patrick Morris City of San Bernardino	X	X	X	X	X		X	X	X	X	X	X	
Jim Harris City of Twentynine Palms	X	X	X	X	X	X	X	X	X	X	X	X	
John Pomierski City of Upland	X	X	X		X	X	X	X	X			X	
Ryan McEachron City of Victorville	X	X	X	X	X	X	X	*	X	X	X	X	
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X	
William Neeb Town of Yucca Valley	X	X	X	X	X	X	X	X	X	X	X		
Ray Wolfe Ex-Official Member	Jesus Galvan	X	X	X	Basem Muallem		Basem Muallem	X	X	X	X	X	

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BOARD OF DIRECTORS ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X	X	X	X	X	X	X	X		X	X	X
Brad Mitzelfelt Board of Supervisors	X	X	X	X	X		X	X	X	X		
Paul Biane Board of Supervisors		X		X	X	X				X	X	
Dennis Hansberger Board of Supervisors	X	X		X	X		X	X	X		X	X
Neil Derry Board of Supervisors	X	X	X	X	X	X	X	X	X	X	X	X
Josie Gonzales Board of Supervisors	X		X	X	X	X	X	X	X	X		
Jim Nehmens City of Adelanto	X	X	X		X	X	X	X	X	X	X	X
Charley Glasper City of Adelanto	X	X	X	X	X	X	X	X	*	X	X	X
Rick Roelle Town of Apple Valley	X	X	X	X	X	X		X	X	X	X	X
Lawrence Dale City of Barstow	X	X	X	X	X	X	X	X	X	X	X	X
Bill Jahn City of Big Bear Lake	X	X			X	X	X	X		X	X	X
Dennis Yates City of Chino	X	X	X		X	X	X	X	X		X	X
Gwenn Norton-Perry City of Chino Hills		X	X	X	X		*				X	
Kelly Chastain City of Colton	X	X	X	X	X	*	*	X	X	X	X	X
Mark Nuaimi City of Fontana	X	X	X		X	X	X	X	X	X	X	X
Bea Cortes City of Grand Terrace	X	X	X	X	X	X	X	X	X	X	X	X
Mike Leonard City of Hesperia	X	X	X	X	X	X	X		X	X	X	X
Larry McCallon City of Highland	X	X	X		X	X	*	*	X	X	X	X

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BOARD OF DIRECTORS ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Robert Christman City of Loma Linda	X	X		X	X	X	X					
Rhodes 'Dusty' Rigsby City of Loma Linda								X	X	X	X	X
Paul Eaton City of Montclair	X	X	X	X	X	X	X	X	X	X	X	X
Rebecca Valentine City of Needles		X	X	X	X	X	X	X	X	X	X	X
Paul Leon City of Ontario	X	X	X	X	X	*	X	X	X	X	X	X
Diane Williams City of Rancho Cucamonga	X	X	X	X	X	X	X	X	X	X	X	X
Pat Gilbreath City of Redlands	X	X	X	X	X	X	X	X	X	X	X	X
Grace Vargas City of Rialto	X	X	X		X		X	*	X			X
Patrick Morris City of San Bernardino	X	X		X	X	X		X	X	X	X	X
Jim Harris City of Twentynine Palms		X	X	X	X	X	X	X	X	X	X	X
John Pomierski City of Upland	X	X	X		X	X		X	X			X
Mike Rothschild City of Victorville	X	X	X	X	X	X	X	X	X	X	X	
Ryan McEachron City of Victorville												X
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X
Chad Mayes Town of Yucca Valley	X	X	*	*								
William Neeb Town of Yucca Valley					X	X	X	X	X	X	X	X
Michael Perovich Ex-Official Member	X	X		X	X	Karla Sutliff	Karla Sutliff	Karla Sutliff	Karla Sutliff			
Ray Wolfe Ex-Official Member										X	X	X

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Minute Action

AGENDA ITEM: 3

Date: December 2, 2009

Subject: October 2009 Procurement Report

Recommendation:* Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of \$50,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Board of Directors for the month of October 2009.

Financial Impact: This item imposes no impact on the FY 2009/2010 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item was unanimously received by the Administrative Committee on November 18, 2009.

Responsible Staff: William Stawarski, Chief Financial Officer

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

OCTOBER 2009 REPORT OF PURCHASE ORDERS

	Vendor	Purpose	Sole Source Y/N	Amount
10TWI	tWrite, Inc.	Annual website maintenance	No	18,000.00
10XEROXA	Xerox	Additional copy charges for six Xerox copiers	No	27,500.00
P10075	Vandermost Consulting Services	Consulting services to provide the compliance recommendations for the maintenance and repair of the Depot exterior	No	19,305.00
P10082	Economics & Politics, Inc.	Consulting services and publication of the Inland Empire Economic Quarterly Report	No	12,500.00
P10083	TH Enterprises, Inc.	Purchase of a server, user licensing, required backup equipment and installation for Disaster Recovery Plan	No	43,217.00
P10085	TH Enterprises, Inc.	Coras Works Software Investment	No	9,900.00
P10091	TH Enterprises, Inc.	Windows 2008 Server and SQL Server software for GIS	No	7,698.00
P10096	TCM Group	Prepare a model for the I-215 widening, phases 3 and 4	Y – Unique experience due to the need to have the model match the phase 2 model	10,000.00
P10099	Douglas Engineering	Prepare, file nomination application to the CPUC and attend the hearing	Y – This vendor PO has unique qualifications and time constraints associated with evidentiary hearing.	5,800.00
P10102	Joshua Contracting Co.	Remove weeds and debris along the BNSF Redlands loop right of way track	Y – Vendor has a special certificate required to work near an active railroad track.	15,944.00

P10124	Web Tech Wireless, Inc.	GPS tracking devices, installation, activation and reporting charges for FSP trucks	No	20,746.00
P10125	TH Enterprises, Inc.	Purchase of a server, user licensing, required backup equipment and installation for Parsons Project Management System	No	32,253.00
P10128	Bandwidth.com	Internet service provider – Two year contract plus one time setup fees	No	22,202.25
P10130	Tyler Technologies, Inc.	HR web extension license fee, annual maintenance, training and conversion	Y – HR Software modular for use with approved SANBAG Software System	11,025.00
			TOTAL PURCHASE ORDERS ISSUED	\$ 262,090.25

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AGENDA ITEM: 4

Date: December 2, 2009

Subject: 2010 Board of Directors and Administrative Committee Meeting Schedule

Recommendation:* Approve the 2010 Board of Directors and Administrative Committee Meeting schedules.

Background: The proposed Board of Directors 2010 meeting schedule conforms to the Board adopted regular meeting date of the first Wednesday of each month, beginning at 9:30 a.m. The SANBAG Administrative Committee has established a regular meeting schedule on the second Wednesday of each month, beginning at 9:00 a.m., at the SANBAG offices.

Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting date and time when the SANBAG Board meeting has been rescheduled due to conflicts with other meetings or holiday schedules. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

A 2010 meeting schedule is identified below and was approved by the Administrative Committee. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation.

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The proposed 2010 Board of Directors and Administrative Committee schedules are as follows:

Board of Directors

January 6, 2010
February 3, 2010
March 3, 2010
April 7, 2010
May 5, 2010
June 2, 2010
July 7, 2010
August 4, 2010
September 1, 2010
October 6, 2010
November 3, 2010
December 1, 2010

Administrative Committee

January 13, 2010
February 10, 2010
March 10, 2010
April 14, 2010
May 12, 2010
June 9, 2010
July 14, 2010
August 11, 2010
September 8, 2010
October 13, 2010
November 10, 2010
December 8, 2010

Financial Impact: Approval of the regular meeting schedule has no impact upon the SANBAG budget. Activities to support the Board of Directors and Administrative Committee meetings are in the approved SANBAG budget in Task No. 60110000, County Transportation Commission.

Reviewed By: This item was reviewed and unanimously approved by the Administrative Committee on November 18, 2009.

Responsible Staff: Duane A. Baker, Director of Management Services

January 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 New Year's Day	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin Committee	14 Major Projects	15 Mt/Desert	16
17	18 Martin Luther King	19	20 Plans and Programs League New Mayor/Council Members	21 Commuter Rail/Transit League New Mayor/Council Members	22 League New Mayor/Council Members	23
24	25	26	27	28	29	30
31						

February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects	12	13
14	15 President's Day	16	17 Plans and Programs	18	19 Mt/Desert	20
21	22	23	24	25	26	27
28						

March 2010

March 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6 NACO Legis. Conf.
7 NACO Legis. Conf.	8 NACO Legis. Conf.	9 NACO Legis. Conf.	10 Admin. Comm. NACO Legis. Conf.	11 Major Projects	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail/Transit City/County Conference	19 City/County Conference	20
21	22	23	24	25	26 Mt/Desert	27
28	29	30	31			

April 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9	10
11	12	13	14 Admin. Comm.	15 Major Projects	16 Mt./Desert	17
18	19	20	21 Plans and Programs	22	23	24
			League Legislative Action Days	League Legislative Action Days	League Legislative Action Days	
25	26	27	28	29	30	

May 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 Board of Directors	6	7	8
9	10	11	12 Admin.	13 Major Projects	14	15
16	17	18	19 Plans and Programs	20 Commuter Rail/Transit	21 Mt/Desert	22
23	24	25	26	27	28	29
30	31					

June 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 Board of Directors	3	4	5
			CSAC Legislative Conf.	CSAC Legislative Conf.		
6	7	8	9 Admin. Comm.	10 Major Projects	11	12
13	14	15	16 Plans and Programs	17	18 Mt/Desert Comm.	19
20	21	22	23	24	25	26
27	28	29	30			

July 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9 Mt. Desert	10
11	12	13	14 Admin. Comm.	15 Major Projects	16	17
					NACO Annual Conf.	NACO Annual Conf.
18	19	20	21 Plans and Programs	22 Commuter Rail/Transit	23	24
NACO Annual Conf.	NACO Annual Conf.	NACO Annual Conf.				
25	26	27	28	29	30	31

August 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board of Directors	5	6	7
8	9	10	11 Admin.	12 Major Projects	13	14
15	16	17	18 Plans and Programs	19	20 Mt/Desert	21
22	23	24	25	26	27	28
29	30	31				

September 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors	2	3	4
5	6 Labor Day	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs League Annual Conf.	16 Commuter Rail/Transit League Annual Conf.	17 League Annual Conf.	18
19	20	21	22	23	24 Mt/Desert	25
26	27	28	29	30		

October 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin. Comm.	14 Major Projects	15 Mt/Desert	16
17	18	19	20 Plans and Programs	21	22	23
24	25	26	27	28	29	30
31						

November 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects VETERAN'S DAY	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail	19 Mt/Desert	20
		CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	
21	22	23	24	25 THANKSGIVING	26 THANKSGIVING	27
28	29	30				

December 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors	2	3	4
5	6	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs	16	17 Mt/Desert	18
19	20	21	22	23 HOLIDAY	24 HOLIDAY	25
26	27	28	29	30 HOLIDAY	31 HOLIDAY	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 5

Date: December 2, 2009

Subject: Interim Long Range Transit Plan for San Bernardino County

Recommendation:* Approve the Interim Draft Long Range Transit Plan for San Bernardino County.

Background: The Interim draft Long Range Transit Plan (LRTP) available at <http://www.sanbag.ca.gov/commuter/LRTP/LRTP-draft2009.pdf> for San Bernardino County establishes a vision for transit for the next 25 years and prioritizes goals and projects for transit growth in the San Bernardino and Victor Valleys, the two urbanized areas in the County, by addressing the county's current and future travel challenges and create by a system that can increase the future role, efficiency, and sustainability of transit. The plan also discusses the relationship of land use and transportation with a particular emphasis on improving performance in the San Bernardino Valley transit services, particularly with regard to SB 375, the housing, land use, and air quality bill aimed at implementing Green House Gas reduction goals by integrating land use, housing, and regional transportation planning. The plan also provides information to be included in the next Regional Transportation Plan (RTP) prepared by SCAG. The purpose of the plan is to address the county's current and future travel challenges and create a system that can increase the role and sustainability of transit.

The development of the Interim Draft LRTP began with creating and analyzing a range of alternatives that address the San Bernardino and Victor Valleys' mobility

*

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

needs. Coordination with transit agencies, local government, and input from the community led to the development of alternatives:

Baseline Alternative – existing transit services only

Plan Alternative – existing services and currently planned transit improvements

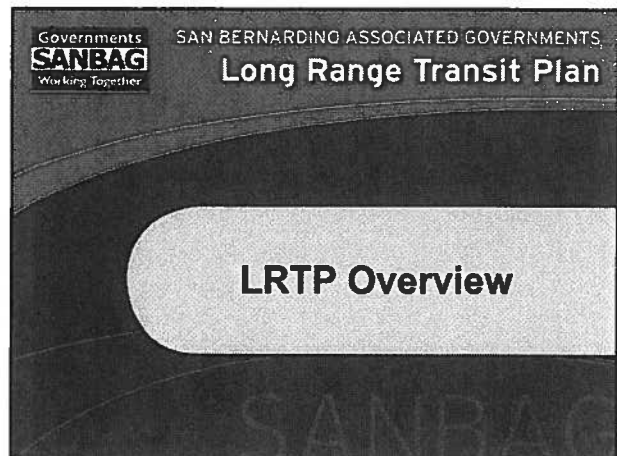
Vision Alternative – existing transit, currently planned transit, and rapid bus and rail

Sustainable Land Use Alternative – redistributes population and employment growth to transit corridors and creates Transit Oriented Development (TOD) at station areas for implementation of SB 375 (San Bernardino Valley only).

Financial Impact: This item is consistent with the 2009/2010 adopted budget. Staff time is funded under Task 30910000 – General Transit

Reviewed By: This item was reviewed by the Commuter Rail and Transit Committee on November 19, 2009, and the Mountain/Desert Committee on November 20th and unanimously recommended for approval.

Responsible Staff: Mitchell Alderman, Director of Transit and Rail



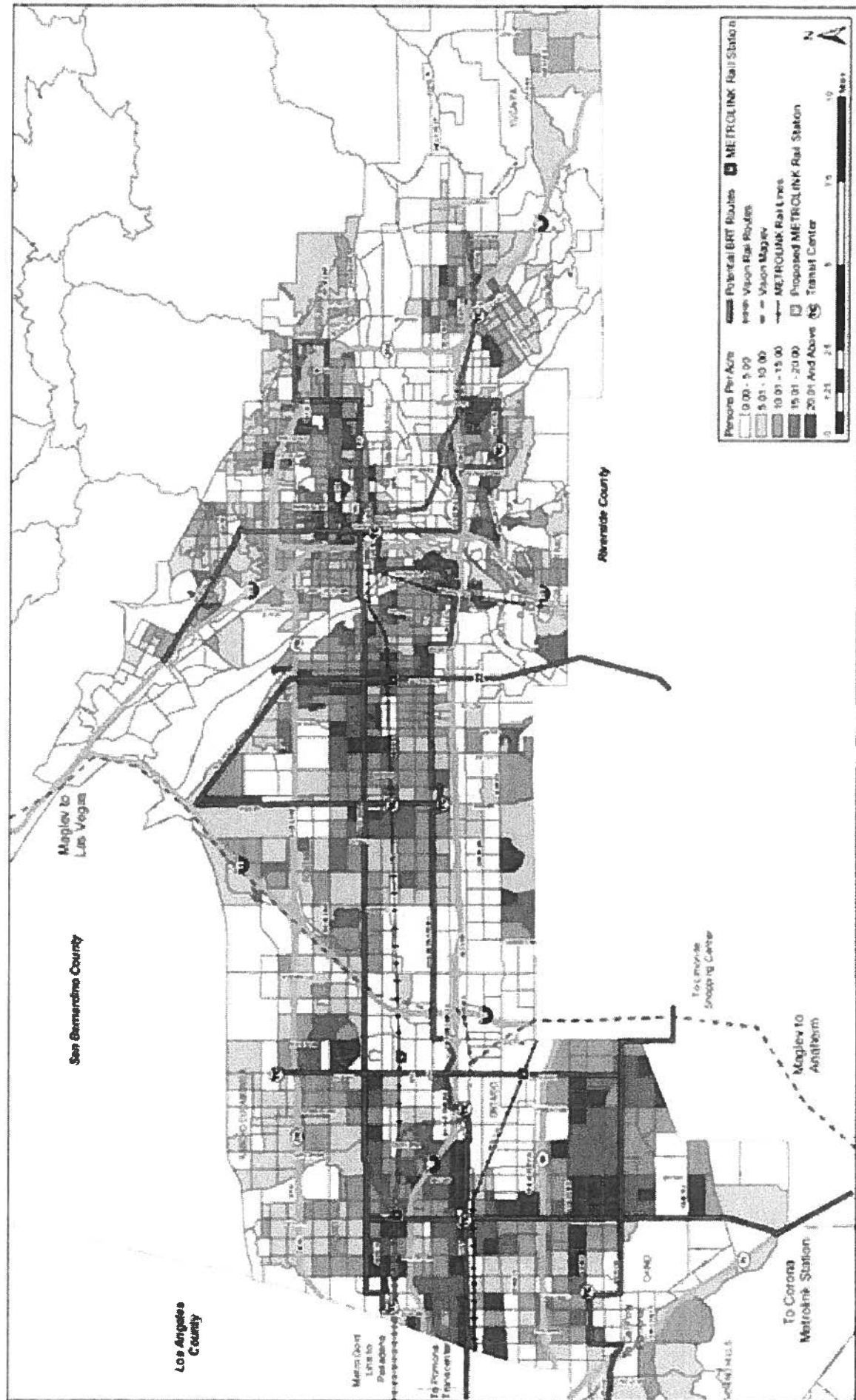
What is the LRTP?

- Provides a vision for transit for the next 25 years
- Prioritizes transit goals and projects
- Connects land use and transportation strategies
- Allows access to various funding sources
- Meets legal mandates for planning and programming

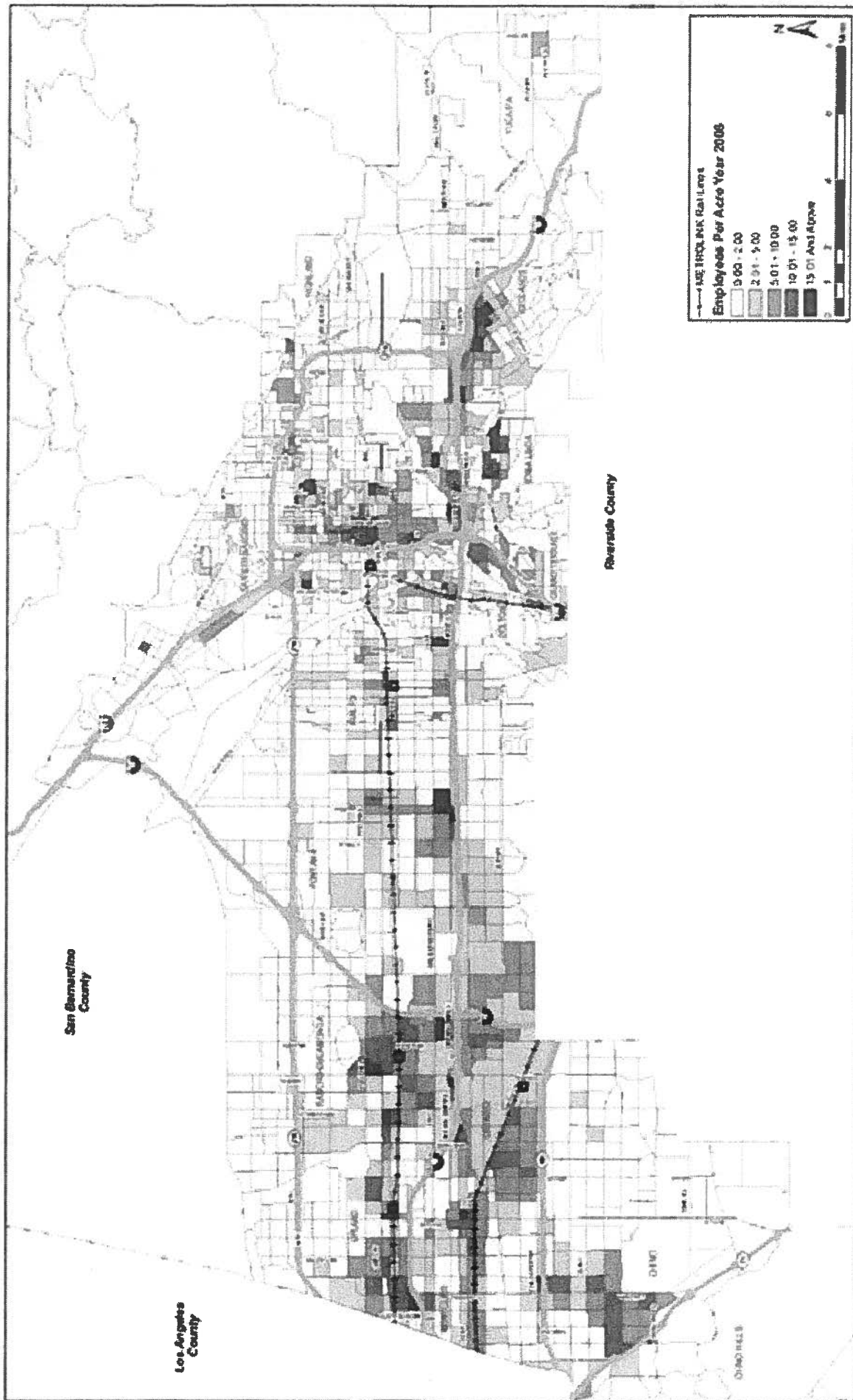
Why LRTP?

- By 2035, the San Bernardino Valley will experience considerable growth:
 - 36% more population,
 - 42% more households,
 - 77% more jobs, and
 - 53% more daily trips.





San Bernardino Associated
Government (SABAG)
August 2009



Existing Employment Density **DRAFT LONG RANGE TRANSIT PLAN (LRTP) for the San Bernardino Valley**

Why LRTP?

- Provides a “green solution” by reducing emissions and energy consumption
- Attracts commuters to transit
- BRT and rail encourage “transit-oriented” land use development near stations
 - Saves driving time
 - Reduces dependence on cars
 - Encourages community revitalization
 - Addresses SB375

LRTP Process

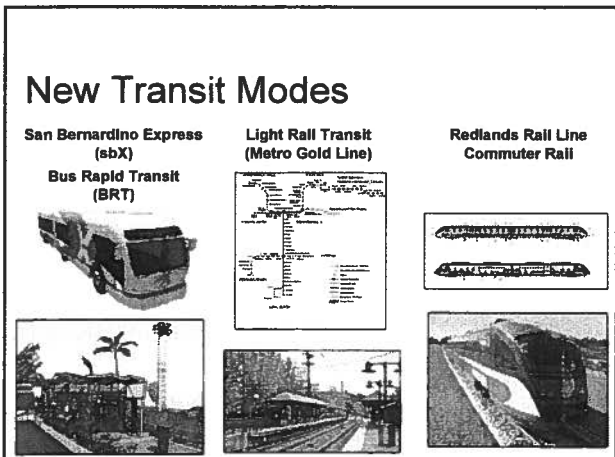
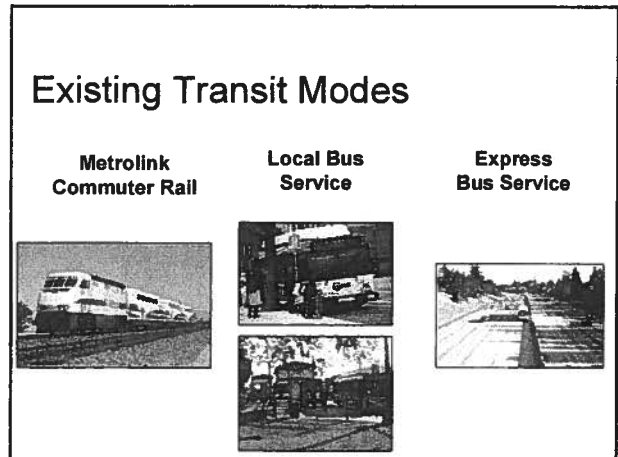


LRTP Process



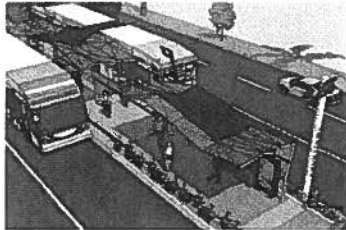
What We Heard from Public Outreach Efforts:

- Input on LRTP alternatives
- Strong support for LRTP
- Desire for improved bus service
- Interest in multiple technologies



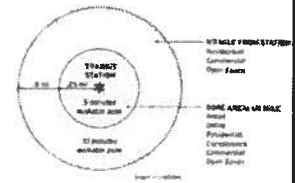
Bus Rapid Transit (BRT)

- sbX E Street
- Exclusive bus lanes
- Frequent service
- Fewer stops
- Higher than average speeds
- Revitalization and economic development

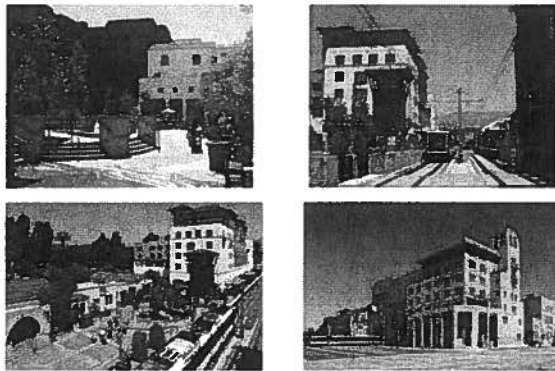


Sustainable Land Use & Transit Oriented Development (TOD)

- Features compact, mixed-use development, near transit stations (BRT or Rail)
- Walkable (5-10 minute walking radius)
- Attracts economic development
- Improves transit ridership
- SB 375 implementation

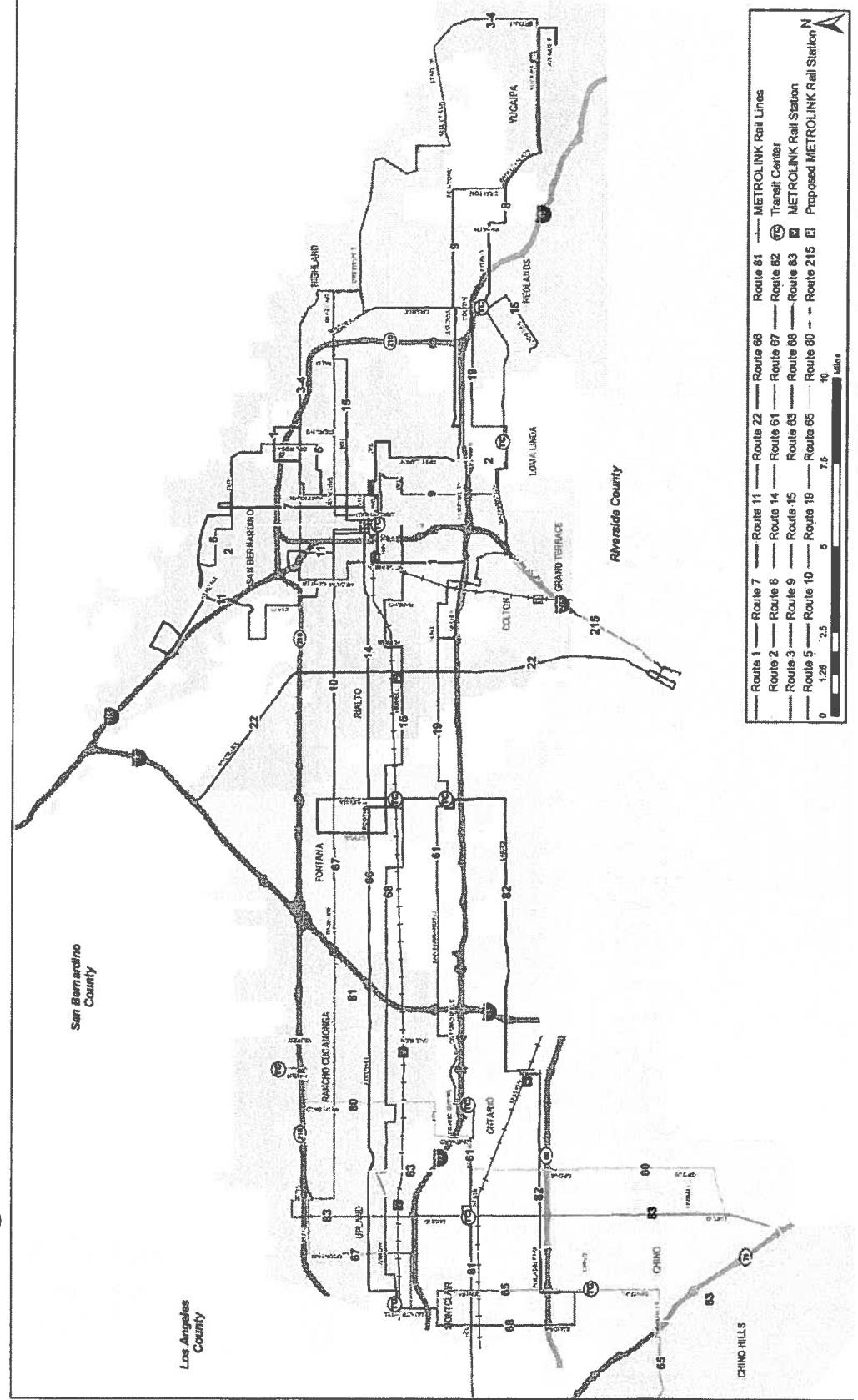


Del Mar Station, Pasadena TOD



Baseline Alternative 2035

- Existing transit service

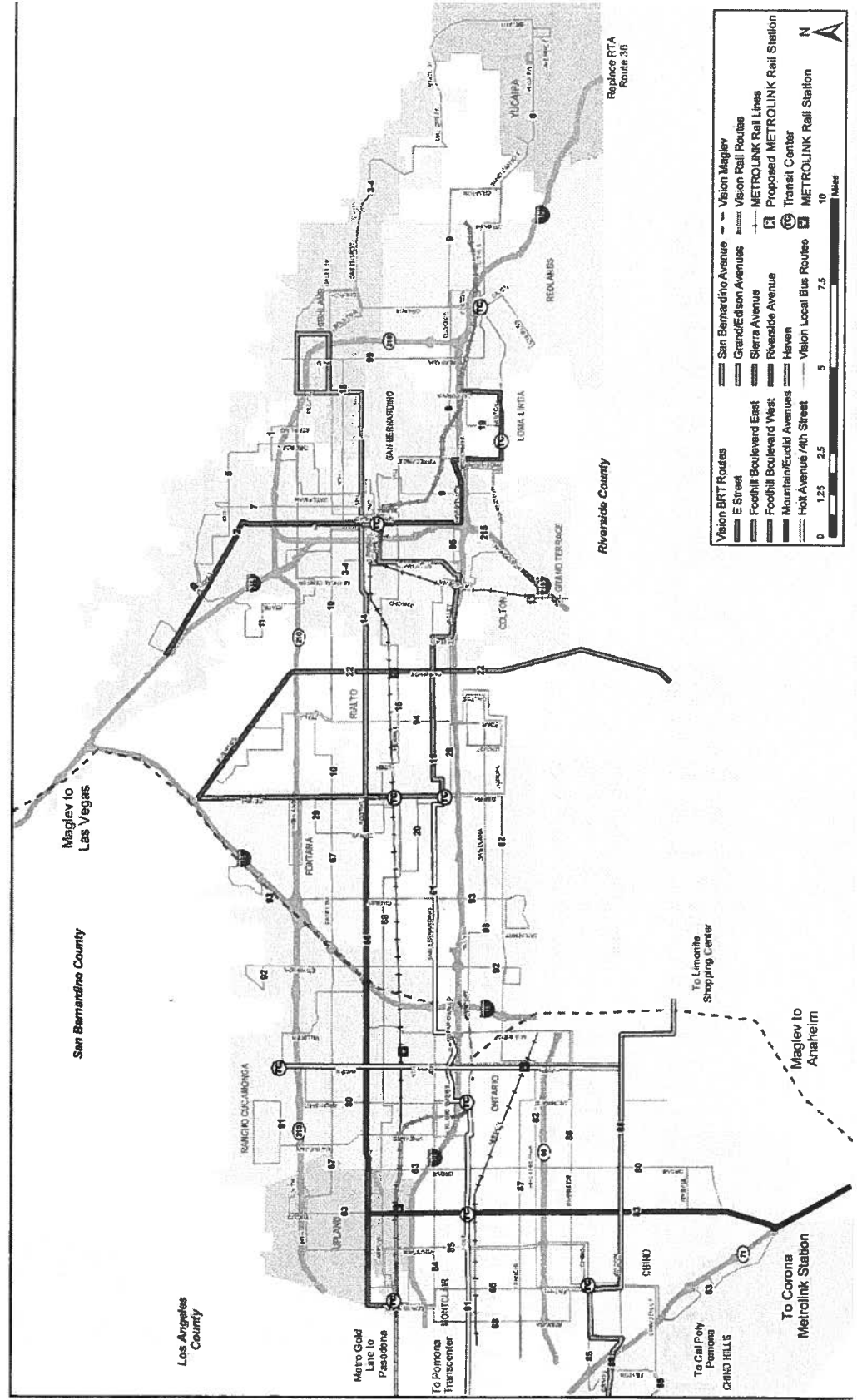


- Existing Transit Service + Additional Service for Growth



Vision Alternative 2035

- Existing transit + growth improvements + BRT and rail



Comparison of Alternatives San Bernardino Valley

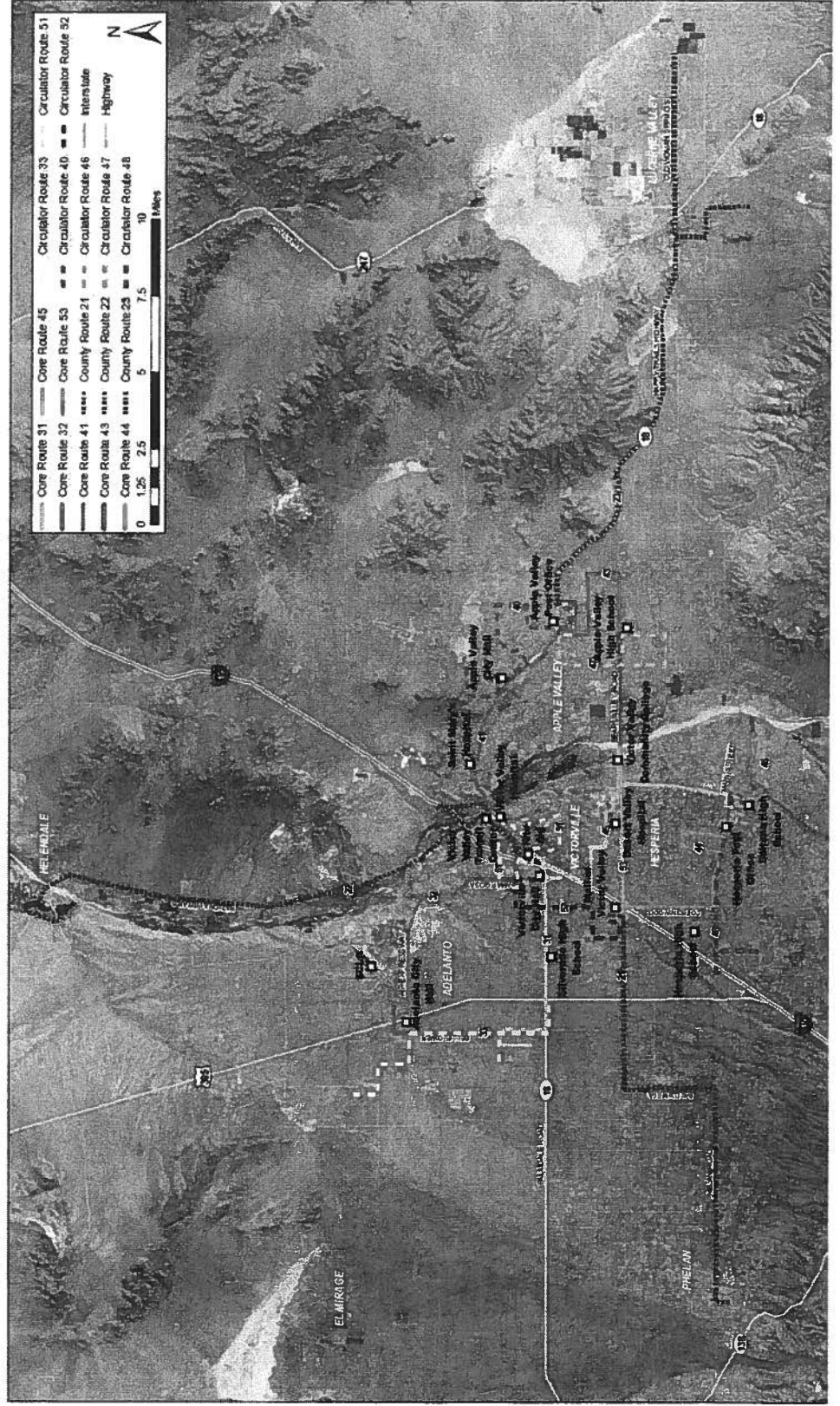
	Baseline	Plan	Vision	Sustainable Vision
Daily Riders	270,000	496,000	594,000	668,000
Net Annual Cost	\$ 114.1 mil	\$ 233.4 mil	\$ 380 mil	\$ 380 mil

Recommended LRTP

- Metrolink Strategic Enhancements & Extension
- Redlands Commuter Rail
- Metro Gold Line to Montclair
- Four Omnitrans sbX Corridors
- Increased Omnitrans Local Bus Service

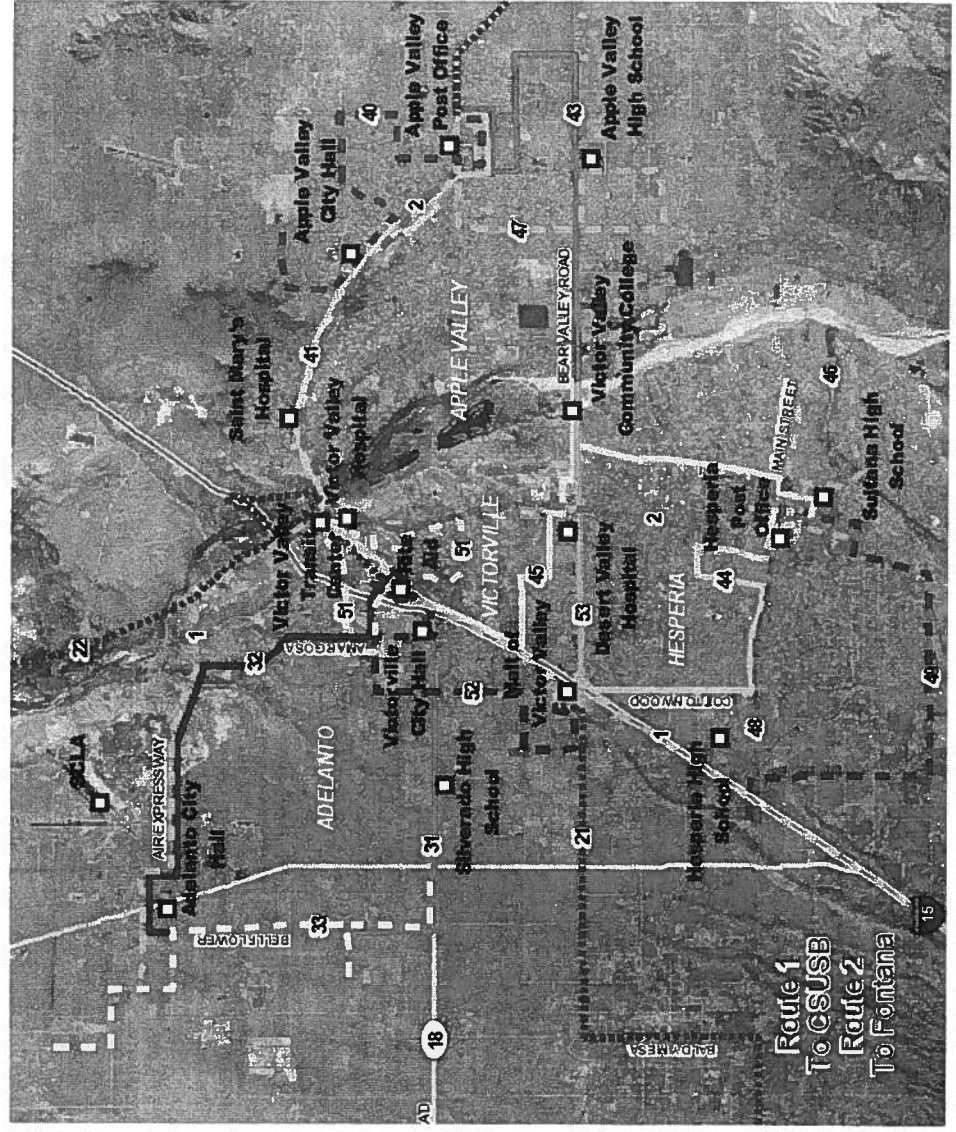
Victor Valley Baseline Alternative 2035

- Existing transit service



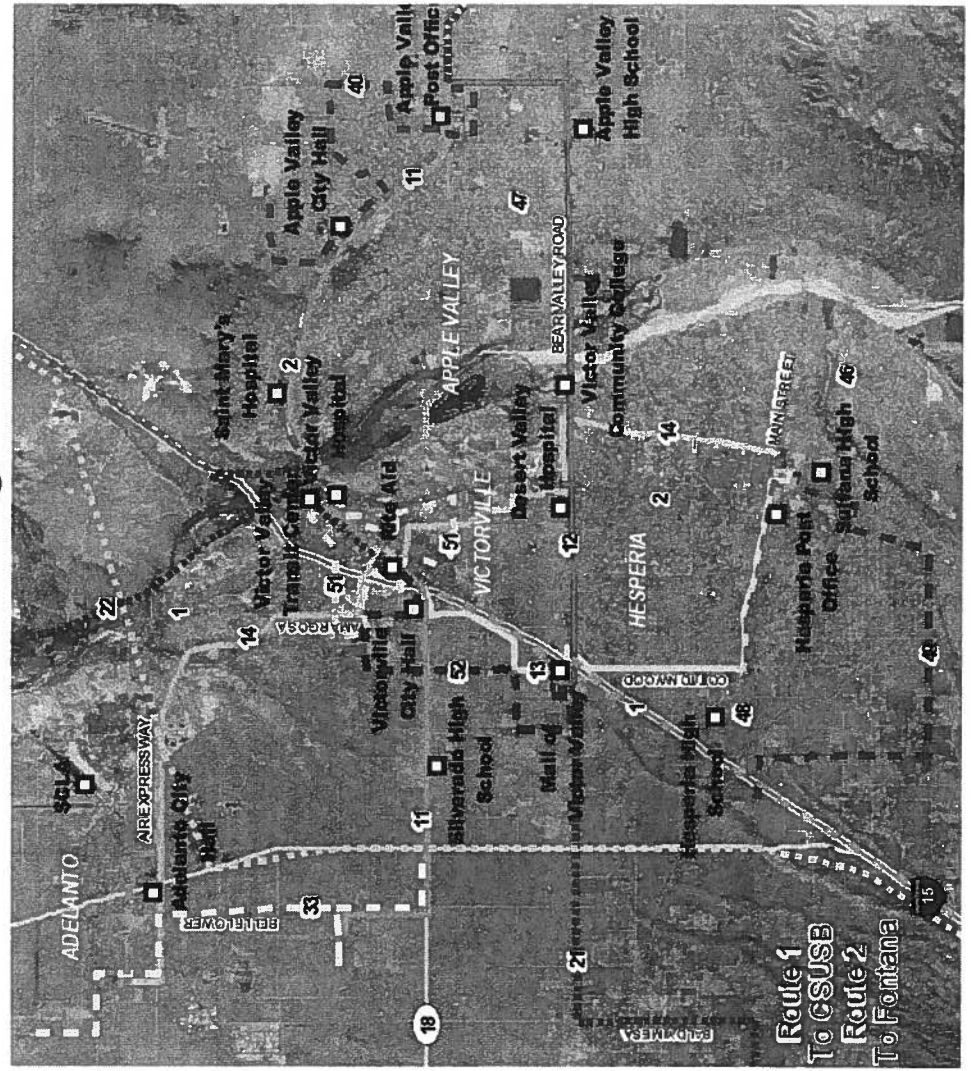
Victor Valley Plan Alternative 2035

- Increased Service and Frequency to Serve Growth



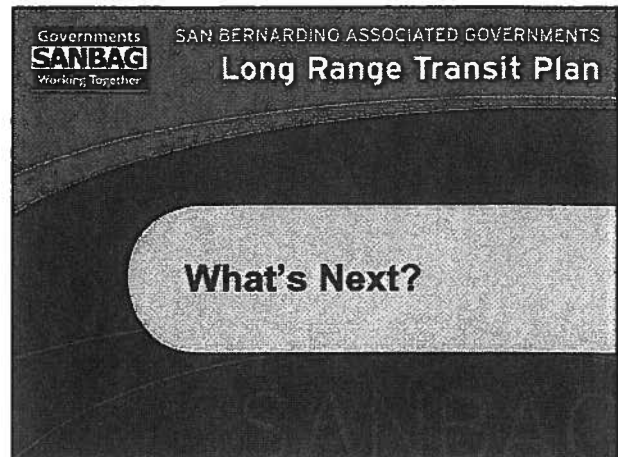
Victor Valley Vision Alternative 2035

- Planned Service + Cost saving route restructuring



Comparison of Alternatives Victor Valley

	Baseline	Plan	Vision
Daily Riders	4,560	8,780	9,450
Net Annual Cost	\$ 12.9 mil	\$ 15.0 mil	\$ 15.0 mil



Recommended Plan: Vision Sustainable Land Use 2035

Based on:

- Cost & Ridership/Performance factors
- Economic development potential
- SB 375 requirements
- Public input
- Integration of plan with existing transit system

Committee / Board Actions

Interim Draft LRTP Review

- Commuter Rail & Transit – November 19, 2009
- Mountain and Desert – November 20, 2009
- Board – Dec. 2, 2009

Final LRTP Review/Adoption

- Summer 2010 with SB 375 requirements

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 6

Date: December 2, 2009

Subject: 2010 State and Federal Legislative Program

Recommendation:* Approve the 2010 State and Federal Legislative Program

Background: The purpose of this item is to present the SANBAG state and federal legislative program to the Board for its annual review of legislative priorities. SANBAG staff recommends a number of minor edits to the legislative program which preserves the flexibility and overall priority issues SANBAG has typically supported and opposed.

This item was reviewed at November Administrative Committee and recommended language for High Speed Rail was incorporated into the State Legislative Program. Also, some of the language to expand the use of public-private partnerships (P3) was considered too aggressive in light of the California Transportation Commission's success with developing P3 guidelines; minor edits were made to incorporate the committee's sentiments in this regard.

The state and federal legislative programs also provide a foundation for SANBAG's advocacy plan. While the state and federal legislative programs are fairly similar regarding general policy initiatives, there are a few distinct differences in relation to funding and the reliance on formula funds from the state

*

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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and a combination of formula and discretionary funds from the federal government.

SANBAG's State Legislative Program

SANBAG's state legislative program is focused on protecting and increasing funding for transportation, familiarizing Sacramento on priority projects of regional importance, being a strong voice for community issues and leading policy-driven discussions. Please see (Attachment #1) for a full description of SANBAG's State Legislative Program.

SANBAG's Federal Legislative Program

SANBAG's federal legislative program provides Board direction to work with our Congressional delegation and federal leaders to protect and enhance current funding levels for transportation programs, protect and enhance flexibility in use of transportation revenue and reduce or eliminate costly and duplicative administrative and regulatory requirements. Please see (Attachment #2) for a full description of SANBAG's federal legislative program.

Once adopted, SANBAG will mail a copy of the state and federal programs to board members, our state/federal delegates and will post the programs to SANBAG's Web site.

Financial Impact: Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50310000.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on November 18, 2009.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

THE 2010 STATE LEGISLATIVE PROGRAM

Intergovernmental & Legislative Affairs

December 2009

State Legislative Program

During 2009, the nation faced its most serious economic challenge since the 1930's and the State faced an unprecedented financial crisis. The impact of this widespread economic downturn resulted in double-digit unemployment, lower than projected tax receipts for local governments and an overwhelming dependence on local transportation sales tax measures, also known as "self-help" measures, to backfill state funding obligations for transportation infrastructure.

State funding for transportation infrastructure was well supported by the State Legislature, as demonstrated by the 2009-10 adopted State Budget that provides roughly the same spending authority as in the prior year. Yet, even as spending remains relatively constant, with the exception of transit, there is a need to protect existing transportation funding streams, to prevent the diversion of local transportation and transit funds, to seek funding to implement SB 375, and to advocate for funding flexibility.

The demands on our aging transportation network are great, and pressure exists to better inter-link various transportation modes while working towards air quality attainment and reducing greenhouse gas emissions. While the use of local transportation taxes, bonding and federal stimulus funds have offset State funding shortfalls, alternative procurement methods and continued state commitments on the maintenance of effort for past funding guarantees are vitally important to keep projects on schedule and people working.

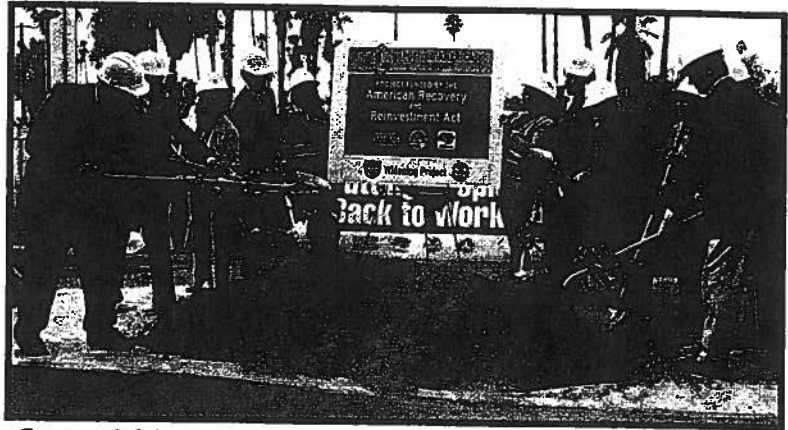
SANBAG's 2010 State Legislative Program establishes legislative priorities, increased advocacy efforts and a reaffirmation of issues supported/opposed in past years.

Overall Objectives

1. Work on Targeted Legislative Issues
2. Increase Advocacy Efforts
3. Promote Support of Legislative Program

Transportation Investments

=
JOBS!



Ceremonial Groundbreaking for the I-215 Widening Project, Sept. 2009

1. SANBAG's Targeted Legislative Issues

- A. Protect transportation-related funds from budget cuts or budgetary funding deferments.
- B. Amend Proposition 1B timelines to coincide with the State's bonding ability.
- C. Encourage regional flexibility on SB 375 implementation.
- D. Support alternative funding strategies and project delivery methods.

2. Our Advocacy Efforts Include You!

- A. Increase SANBAG's overall presence in the legislative process.
- B. Utilize existing relationships to promote SANBAG's deliverability goals.
- C. Coordinate efforts with local jurisdiction advocates to promote shared priorities with the Legislature.
- D. Ask that new policies sync with existing programmatic processes.

3. Regional Commitment to the Legislative Program

- A. Support advocacy strategies with shared goals.
- B. Protect transportation funding levels.
- C. Optimize transportation revenues and funding resources.
- D. Maximize funding flexibility.
- E. Reduce administrative and regulatory processes.

— See detailed Legislative Program on following pages —

SANBAG's Mission Statement

SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by improving cooperative regional planning, developing an accessible, efficient, multi-modal transportation system, strengthening economic development efforts and exerting leadership in creative problem solving.

SANBAG's 2010 State Legislative Program

1. Support advocacy strategies with shared goals

- a. Influence decision makers to enact policies and supply funds supporting and advancing transportation needs in San Bernardino County.
- b. Continue to seek money for the maintenance and preservation of existing roads, highways, bridges and transit.
- c. Continue to support legislation that aims to reduce congestion and freight impacts to San Bernardino County.
- d. Increase efforts to advocate for issues relating to housing, water and economic development as directed by the SANBAG Board of Directors.

2. Protect current transportation funding levels

- a. Protect existing highway and transit funds, including Proposition 42, Traffic Congestion Relief Program, Public Transportation Account and Transportation Development Act, against suspension, transfer or expenditure for non-transportation uses or for purposes other than those specified in law.
- b. Maximize funding strategies to minimize the expected impact of the State budget deficit on transportation funding.
- c. Support State budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP) and the Measure I Strategic Plan.
- d. Support the protection of the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
- e. Support full funding of the regional programming process to provide for regional determination and programming for the use of all current funding sources and to provide flexibility for all current and future STIP programs.
- f. Support State policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
- g. Continue to support the protection of AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction; Review Committee (MSRC); support MSRC's independence as a committee.
- h. Support legislation or the development of administrative policies to permit a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
- i. Support legislation that will incentivize counties without a self-assessed tax measure for transportation to become a "self-help" county and allow the State to prioritize projects that are funded through local sales tax measures.
- j. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
- k. Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.
- l. Oppose legislation that would reduce SANBAG's share of Congestion Mitigation and Air Quality (CMAQ) funds, the direct allocation of such funds, or the flexibility to use such funds. Oppose any attempt to change the weighting factors assigned to nonattainment areas.
- m. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.

3. *Optimize transportation revenues and funding resources*

- a. Support the Southern California Consensus Group, a coalition of transportation stakeholders, that supports project delivery using a regional corridor system plan and corridor share approach to ensure the fair distribution of funding, promote local contributions to projects and address community quality of life concerns throughout the Southern California region.
- b. Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
- c. Support legislation to assure that dedicated State intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
- d. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account, for local streets and road maintenance and repairs.
- e. Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management and air quality programs which relieve congestion, improve air quality and enhance economic development.
- f. Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new sources of revenue.
- g. Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ride-sharing and call boxes.
- h. Support analysis and consensus building efforts for potential new funding strategies for transportation.
- i. Support efforts to use public-private partnerships beyond 2017, if incorporated into a state budget trailer bill.
- j. Support efforts to increase revenue sources for transportation to ensure that the State Transportation Improvement Program (STIP) can be supported. Any increased funding levels should include a prohibition against the diversion of collected funds for any purpose other than to fund the transportation program.

4. *Maximize funding flexibility*

- a. Request a fair share for San Bernardino County of any State discretionary funding made available for transportation grants or programs.
- b. Support legislative and/or administrative efforts to improve flexibility and use GARVEE bonds, funding such as "AB 3090 financing," and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage State and federal transportation funds during the State's current fiscal crisis.
- c. Support legislation to enable county transportation commissions to utilize design-build and design-sequencing for the design and construction of transportation capital improvements to maximize funding and ensure greater efficiency and effectiveness for project delivery.
- d. Support continued state flexibility to implement performance-based infrastructure projects and public-private partnerships (P3), including innovative finance programs. (Note: "Support continued..." replaced "Increase...")
- e. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality, greenhouse gas emissions and congestion management programs, CalWORKS (welfare to work reform), the Americans with Disabilities Act, including the use of social service funding sources.
- f. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.

Maximize funding flexibility, cont.

- g. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- h. Protect funding from the State Transportation Assistance (STA) Fund and Local Transportation Funds (LTF).
- i. Work with the State administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.
- j. Support legislative studies to consider alternative funding for transportation.
- k. Assure a SANBAG role in the planning for High Speed Rail (HSR) and advocate for the full evaluation of a I-215/HSR route designation.

5. Reduce administrative and regulatory processes

- a. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- b. Support efforts to simplify and improve the local administration of Transportation Development Act Funds.
- c. Support efforts to improve safety on the region's commuter rail system.
- d. Monitor implementation of AB 32 and SB 375 amendments.
- e. Support expanded authority for use of innovative procurement and delivery mechanisms, such as design-build for highways, regional projects and transit.

THE 2010 FEDERAL LEGISLATIVE PROGRAM

Intergovernmental & Legislative Affairs

December 2009

Federal Legislative Program

During 2009 the Federal affairs team focused on three legislative priorities: the implementation of the American Recovery and Reinvestment Act (ARRA), preparations for the multi-year surface transportation bill, and continued advocacy for SANBAG projects in the Fiscal Year (FY) 2010 appropriations process.

One of the year's highlights was that ARRA provided \$48.1 billion for transportation infrastructure projects and \$27.1 billion for highways. In particular, \$128 million was provided for the I-215 widening project, which was cited publicly by Secretary of Transportation Ray LaHood as a project which would create jobs, ease congestion, and improve freight mobility. Administrator Victor Mendez of the Federal Highway Administration attended the ground-breaking ceremony in September. In addition, SANBAG worked with Southern California stakeholders in submitting an application for funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

SANBAG also made preparations for the multi-year surface transportation bill, known as "SAFETEA-LU." However, the legislation has faced a protracted stalemate as Members of Congress consider a potential funding mechanism. Work also continues on the FY 2010 appropriations bill.

SANBAG's 2010 Federal Legislative Program establishes legislative priorities, increased advocacy efforts and a reaffirmation of issues supported/opposed in past years.

Overall Objectives

1. Work on targeted Congressional Issues
2. Increase Advocacy Efforts
3. Promote Support of Legislative Program

Transportation Investments

=
JOBS!



Ceremonial Groundbreaking, I-215 Project, Sept. 2009

1. SANBAG's Targeted Congressional Issues

- A. Pursue funding for SANBAG transportation projects in the Fiscal Year 2011 transportation appropriations bill.
- B. Pursue funding for SANBAG transportation projects while also advocating for priorities in the multi-year surface transportation reauthorization bill.
- C. Monitor/advocate for transportation funding in proposed cap-and-trade bills.
- D. Monitor Developments related to the proposed Livability Initiative.

2. Our Advocacy = Partnership

- A. Increase SANBAG's overall presence in the Congressional process.
- B. Utilize existing relationships to promote SANBAG's deliverability goals.
- C. Coordinate efforts with local jurisdiction advocates to promote shared priorities with our Congressional delegation.
- D. Promote a stronger role in the investment for transportation infrastructure.

3. Regional Commitment to the Legislative Program

- A. Support advocacy strategies with shared goals.
 - B. Protect and optimize current funding levels for transportation
 - C. Protect and enhance funding flexibility
 - D. Create a dedicated fund for Goods Movement Projects
 - E. Reduce duplicative administrative and regulatory processes.
- See detailed Legislative Program on following pages —

SANBAG's Mission Statement

SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by improving cooperative regional planning, developing an accessible, efficient, multi-modal transportation system, strengthening economic development efforts and exerting leadership in creative problem solving.

San Bernardino Associated Governments
 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410 (909) 884-8276

SANBAG's 2010 Federal Legislative Program

1. *Support advocacy strategies with shared goals*

- a. Provide information to demonstrate the need for an increased federal role for funding transportation infrastructure projects in San Bernardino County.
- b. FY 2011 Transportation Appropriations: SANBAG will continue advocating for existing federalized projects and projects that will improve freight movement throughput, mobility, and safety in the region.
- c. Transportation Reauthorization: SANBAG will strengthen its regional approach by working with advocates from local jurisdictions to seek similar priorities, where applicable.
- d. Increase efforts to advocate for issues relating to housing, water and economic development, as directed by the SANBAG Board of Directors.

2. *Protect and optimize current funding levels for transportation*

- a. Seek a more equitable appropriation of highway trust funds for donor states, which includes California, as well as a fair share for San Bernardino County of any federal funding made available for transportation programs and projects.
- b. Support efforts to correct disproportionate share of funding for the Federal Transit and Highway program via the highway trust fund.
- c. Seek legislation to correct the reduction to the Federal Highway Trust Fund (HTF) due to the Federal subsidy of ethanol-based fuels, as well as, to compensate California's reduced HTF apportionment level due to the implementation of ethanol-blended fuel in 2003.
- d. Support continued federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
- e. Seek funding for airport ground access and other airport development needs in San Bernardino County.
- f. Seek continued funding to implement and maximize the efficient use of the transportation network, as well as federal funding to provide for enhance homeland security/emergency operations services as an additional component of the Transportation Management Center's functionality.
- g. Support the Southern California Consensus Group, a coalition of transportation stakeholders, that supports project delivery using a regional corridor system plan and corridor share approach to ensure the fair distribution of funding, promote local contributions to projects and address community quality of life concerns throughout the Southern California region. This is a comprehensive list of the Southern California stakeholders: San Bernardino Associated Governments, Riverside County Transportation Commission, Los Angeles county Metropolitan Transportation Authority, Orange County Transportation Authority, Ventura County Transportation Commission, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, Southern California Regional Rail Authority, the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District and Southern California Associated Governments.
- h. Support analysis and consensus building efforts for potential new funding strategies for transportation.
- i. Support legislative efforts to increase revenue sources for transportation to ensure that federal Highway Trust Fund revenues will not continue falling relative to total miles driven. Any increased funding revenues should include a prohibition against the diversion of funds collected for transportation purposes to general fund purposes.

3. Protect and enhance funding flexibility

- a. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
- b. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize federal funding.
- c. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet federal fleet conversion mandates.
- d. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- e. Seek funding for Alameda Corridor East improvement projects, which includes the Freight Corridor generally described as the Union Pacific Railway and the Burlington Northern Santa Fe Railway Mainline tracks from East Los Angeles (terminus of the Alameda Corridor) through Los Angeles, Orange, Riverside, and San Bernardino Counties. Support increased federal funding opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- f. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).
- g. Support legislative or administrative policies that promote a "regional" approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports.

4. Create a dedicated fund for goods movement projects

- a. Support the Coalition for America's Gateways and Trade Corridors (CAGTC) proposed creation of a Federal Freight Trust Fund (FTF) to facilitate implementation of a new strategic freight mobility program.
- b. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets, including the ability to levy locally administered fees to mitigate the costs resulting from the impact of goods movement on local transportation infrastructure, i.e. a state and/or regional container fee.
- c. Ensure that revenues generated by any fee that is levied on freight through the ports should be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of cargo from the ports, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- d. Ensure that fees collected on port freight be held in a dedicated fund controlled within the region and administered by a geographically representative Board. Subject to project readiness, allocation of project funding should be based on a phasing plan developed as part of the system wide regional freight movement plan referenced above. The phasing plan should specify a timeline in which fees will be collected and continuously appropriated to projects in the regional plan. The fees should sunset once specified regional freight plan objectives are achieved, and be sufficiently firewalled in order to prohibit diversions by the State or any other entity for another purpose.
- e. Support a national/regional freight movement plan with clearly defined ports, near-ports, and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards, and mitigation or avoidance of freight-related impacts to communities.

Create a Dedicated Fund for Goods Movement Projects, cont.

- f. Ensure that federal goods movement legislation considers and underscores federal responsibilities for both facilitation of interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and the intent of the National Environmental Policy Act.
- g. Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms.

5. Reduce duplicative administrative and regulatory requirements

- a. Support legislation and/or administrative reforms that result in cost and time savings to environmental clearance processes for transportation construction projects.
- b. Work with the Administration and the San Bernardino Congressional delegation to reach an equitable resolution to the Federal Highway Administration (FHWA) retroactive interpretation of Americans with Disabilities Act (ADA) compliance guidelines that would require the use of alternative or restricted funding for costly curb-ramp upgrades within the boundaries of all federally-aided projects. Specifically, seek an exemption for Congestion Mitigation and Air Quality (CMAQ) projects that do not necessitate ground alteration or disturbance, including wireless technology and traffic synchronization.
- c. Oppose legislative changes to alter the formula by which Congestion Management and Air Quality (CMAQ) funds are allocated to states. More specifically, oppose attempts to change the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds, as well as to assure that the funding continues to be allocated directly to the transportation commission and that the use of this funding program remain flexible and at the discretion of the county transportation commission.
- d. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
- e. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- f. Seek federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
- g. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- h. Continue to streamline federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: December 2, 2009

Subject: Fiscal Year (FY) 2011 Federal Appropriations Process and Project Nominations

Recommendation:* Approve the federal appropriations project nominations as listed in Attachment #1.

Background: Each year, SANBAG adopts projects to present to our Congressional delegation for inclusion in the transportation appropriations bill, specifically known as the Transportation Housing and Urban Development (THUD) bill. This item recommends projects for adoption by the Board and establishes regional project priorities for SANBAG's D.C. Advocacy strategy.

SANBAG's Recommendations for FY2011 Appropriations

The projects listed below reflect the Board's previous direction to address delay and congestion relief along major highway corridors – those corridors being SR-60, I-10, I-15 and I-215 – and receive additional specialized funds for other projects of regional benefit where potential federal monies could help advance a project to the next phase. The recommended regional priority projects include projects traditionally advocated for by SANBAG and four new projects; these projects were selected based on the Board approved Nexus Study and Measure I (2010-40) Strategic Plan to fund projects nearest construction first and based on the likelihood of leveraging other funding sources.

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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FY2011 Federal Appropriations – Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Transit Project: sbX	\$4 million
Baca	Metrolink 1 st Mile Extension (new recommendation)	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project* (new recommendation)	\$4 million
Dreier	I-15 Corridor: Devore Interchange Improvements	\$5 million
Dreier	I-15 Corridor: Base Line Interchange	\$1.5 million
Lewis	Needles Highway	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	I-15 Corridor: Nisqualli-Yucca Loma Corridor (new recommendation)	\$2 million
McKeon	I-15 Corridor: La Mesa-Nisqualli Interchange*	\$5 million
McKeon	High Desert Corridor/I-15 Interchange	\$5 million
Miller	SR-60: Central Avenue Interchange Improvements	\$6 million

*Based on current estimates, project is fully or nearly fully funded; appropriation may not be needed.

As the Board reviews the recommended project for nominations to advocate for inclusion in the FY 2011 THUD bill, it is important to note that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill. That is, while projects submitted for inclusion in the FY 2011 THUD bill and projects submitted for inclusion in the next reauthorization bill do not necessarily compete against each other; fewer funds are available through the annual appropriations process.

Also, please recognize that when this list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in terms of priority importance. The list of recommended projects is currently listed in priority order by Congressional district. Senators Feinstein and Boxer will only receive three project requests maximum; staff recommends submitting (1) I-215/I-15 Devore Interchange; (2) I-10: Cherry/Citrus Interchange; and (3) the High Desert Corridor/I-15 Interchange. For draft project descriptions, please refer to Attachment #2.

Prior to presenting this item to the full Board, the Major Projects, Administrative and Mountain/Desert Committees reviewed the staff recommendations included within this item. All committees unanimously approved of advocating for the projects listed in Attachment #1 for inclusion in the FY 2011 appropriations bill. During both the Administrative and Mountain Desert Committees, it was recommended to clarify that the funding requested for the High Desert Corridor/I-15 Interchange project will be for project development, environmental, right-of-way acquisition and construction.

Staff would also like to note that two project names have changed. The project listed in Attachment #1 as "I-15 Corridor: Nisqualli-Yucca Loma Corridor" was listed as "Victor Valley Corridor to Yucca Loma Bridge" on the November 2009 Major Projects, Administrative and Mountain Desert Committee agendas. The preferred name for this project was later determined as the "Nisqualli-Yucca Loma Corridor" to tie into past local advocacy efforts and to best describe the project. SANBAG further recommends listing this projects as the "I-15 Corridor: Nisqualli-Yucca Loma Corridor" to highlight the importance of this corridor as an access point to/from I-15.

The other project name that has changed is the project that is now listed in Attachment #1 as the "High Desert Corridor/I-15 Interchange Project." Last year, SANBAG advocated for this project as the "High Desert Corridor: Phase I Interchange Project," which was confusing with regards to other projects associated with the High Desert Corridor. The "High Desert Corridor/I-15 Interchange Project," refers to the interchange project that will provide access from I-15 to the Southern California Logistics Airport, Apple Valley and the High Desert Corridor. If approved by the Board, funding for this interchange will be sought for all project phases.

In addition to advocating for the inclusion of specific projects in the FY 2011 THUD bill, staff also recommends that the Board advocate for a permanent solution to keep the Highway Trust Fund solvent.

Lastly, staff recommends that SANBAG continues partnering with Metrolink to seek funds for Positive Train Control, which has a mandated completion date in 2012.

Evaluation of the Appropriations Process

SANBAG is guided by its board approved legislative program to seek legislative remedies for transportation policies and for the funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff – along with the assistance of Van Scoyoc Associates, SANBAG’s federal advocates – has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the absence of legislation, discretionary spending was left to the Department of Transportation.
- FY 2008: SANBAG received over \$4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.
- FY 2009: The entire SANBAG region received over \$6.6 million for projects in addition to funding allocations authorized by SAFETEA-LU.
- FY 2010: THUD bill still in conference committee awaiting passage.

SANBAG’s Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY 2010 appropriations bill, most of our Congressional delegates supported one to three of this region’s requests for discretionary funds.

Current Political Factors Affecting the Appropriations Process

Transportation as a key funding and policy issue continues to be a low Congressional priority, as evidenced by the following:

- Transportation as a federal priority continues to fall below other legislative priorities in Congress.
- When earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.

- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU; the fund is nearly bankrupt.
- SAFETEA-LU expired on September 30, 2009 with little Congressional action to adopt a new authorization bill; a continuing resolution (CR) extends government programs and funding through December 18, 2009, with rumors of either a six or 18 month extension to follow.

Support of Other Local Projects

During the appropriations season, SANBAG typically receives requests from member jurisdictions to support projects other than those adopted by the SANBAG board. As project nominations are submitted to Congress for inclusion in the FY 2011 THUD bill, Congressional delegates may require that SANBAG verify if a project is listed in the Federal State Transportation Improvement Program and Regional Transportation Plan. If requested, SANBAG's process to provide letters on behalf of member jurisdictions will: (1) be provided for projects that are described in the federally adopted regional transportation plan; and (2) identify if a project is a SANBAG regional priority project or if it is a project of local need.

Additional Notes about the Appropriations Process

The annual federal appropriations process is undertaken each year by Congress and typically begins in late-January when Congressional delegations begin to accept projects to consider for inclusion in an appropriations bill. The appropriations process is directly linked to discretionary spending as it pertains to congressional budget authority subject to annual funding decisions.

The federal fiscal year (FY) begins each October 1st and ends each September 30th and so the appropriations bill is advocated for one year in advance. For example, in 2010, SANBAG will begin advocating for discretionary spending requests to be included in the Fiscal Year 2011 THUD bill.

In reviewing the appropriations process, it is important to understand the difference between the terms "authorization" and "appropriation." An authorization establishes continues or modifies a program or grant authority for

a given program to do something; similar to approving money to go into a federal checking account for a specific program. An appropriation, however, is specific budget authority for the program or agency to withdraw a specific amount of funds from the federal Treasury to do what is authorized to do; similar to “writing a check” on the federal checking account. More specifically, and this process pertains to transportation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which is a federal transportation authorization bill, directs spending that is appropriated on an annual basis. The annual appropriations process “writes the check” for projects and funding levels authorized by SAFETEA-LU and may also appropriate additional discretionary funds.

Financial Impact: Funding for SANBAG’s legislative program is consistent with the adopted SANBAG Budget Task No. 50310000. While there is no budgetary impact of this item, the results of SANBAG’s project prioritization and advocacy is intended to generate millions of additional transportation funds for the county’s regional priority projects.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on November 12, 2009; the Administrative Committee on November 18, 2009; and the Mountain/Desert Committee on November 20, 2009.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

ATTACHMENT #1

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2011 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2011, the following projects are recommended for inclusion in SANBAG's Federal Advocacy Plan:

FY 2011 Federal Appropriations – SANBAG Staff Recommendation

Congressional District	Project	Amount Requested
Baca (#2 request with Feinstein/Boxer)	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Project: sbX	\$4 million
Baca	MetroLink 1 st Mile Extension Program	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project*	\$4 million
Dreier (#1 Request with Feinstein/Boxer)	I-15 Corridor: Devore Interchange Improvements	\$5 million
Dreier	I-15 Corridor: Base Line Interchange	\$1.5 million
Lewis	Needles Highway (Public Lands Funds)	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	I-15 Corridor: Nisqualli-Yucca Loma Corridor	\$2 million
McKeon	I-15 Corridor: La Mesa-Nisqualli Interchange*	\$5 million
McKeon (#3 request with Feinstein/Boxer)	High Desert Corridor/I-15 Interchange Project	\$5 million
Miller	SR-60 Central Ave. Interchange Improvements	\$6 million

*Based on current estimates, project is fully funded or nearly fully funded; appropriation might not be needed.

Note: This list is organized in priority order for each House member; House members are listed alphabetically.

ATTACHMENT #2 – Draft Project Descriptions

- ***I-10 Corridor: Cherry/Citrus Improvement Project***
\$3 million (Baca)

DRAFT

Request

SANBAG is seeking \$3 million to fund right-of-way activities for the reconstruction of the Interstate 10 (I-10) interchanges at Cherry and Citrus Avenue.

Project Description

The I-10 Corridor serves as a link for goods movement to/from the Ports of Los Angeles and Long Beach to/from destinations outside of California. These interchanges along I-10 have been paired due to their joint-significance with regards to providing access to nearby logistics centers. Improving these interchanges at the same time will provide for overall cost savings because the interchanges are associated with an auxiliary lane between the Cherry and Citrus offramps to facilitate freight and commuter traffic relief. More specifically, I-10 Cherry/Citrus interchange improvements will:

- Replace existing 5-lane Cherry Avenue bridge over I-10 with an 8-lane bridge;
- Replace existing 4-lane Citrus Avenue bridge with 7-lane bridge; &
- Improve Cherry/Slover Intersection and Cherry/Valley Intersection.

Project History

I-10 Cherry/Citrus is a Proposition 1B project and, per agreements with the State, must start construction by 2013 or risk losing state matching funds.

Project Status

Final Design (Plans, Specifications, and Estimates (PS&E) started in May 2008 “at risk” and is ongoing. Final design started prior to environmental approval is considered at risk. SANBAG is the lead agency for PS&E. Environmental phase (Project Approval/Environmental Document (PA/ED) is also ongoing concurrently with final design. The PA/ED for Citrus Ave. was preformed and completed by the city of Fontana in December 2008. PA/ED for Cherry Ave. was preformed and completed by the County of San Bernardino in February 2009. SANBAG has initiated the final design consultant contract and has obtained preliminary bridge and overhead construction obtained type selection approval by Caltrans.

Budgetary Estimate Summary (in \$000's)

Study Report	Fontana/Caltrans
Project Report	Fontana/County/Caltrans
Project Phase	PA/ED with concurrent Final Design
Construction Start Date	Citrus: April 2011 Cherry: August 2011
Number of potential jobs	100
Project Cost	Citrus: \$55 million Cherry: \$76 million
Est. Total Project Cost:	\$131 million (in 2010 dollars)
Est. Unmet Funding Need:	\$ 61 million

Funding Summary (in \$000's)

<u>I-10 / Cherry Ave Funding Summary</u>	
State – STIP	\$ 3,908
State – TCIF	\$30,773
County	\$ 3,726
Measure I	\$ 2,096
Unidentified Funding Sources	\$36,368
Est. Total:	\$76,871

I-10 / Citrus Ave Funding Summary

State – STIP	\$ 3,238
State – TCIF	\$23,601
City	\$ 1,980
County	\$ 20
Unidentified Funding Sources	\$25,618
Est. Total:	\$54,457

ATTACHMENT #2 – Draft Project Descriptions

- ***San Bernardino Rapid Bus Transit Project: sbX***
\$4 million (Baca)

DRAFT

Request

SANBAG is seeking \$4 million to fund a dedicated bus lane along E Street (City of San Bernardino), which is the first phase of the sbX Corridor.

Project Description

The San Bernardino Valley Express (sbX) will operate along “E” Street, which serves as a corridor between California State University San Bernardino and Loma Linda University Medical Center. BRT offers a new high-tech, user-friendly system that will provide more frequent service, fewer stops, and higher average speeds than traditional bus service.

Project History

In December 2005, a Major Investment Study was completed which resulted with Omnitrans, the City of San Bernardino, and the San Bernardino Associated Governments (SANBAG), adopting and approving the Locally Preferred Alternative (LPA). The LPA is the proposed alignment selected by several stakeholders and the general public whom were all involved in the two year process of selecting the LPA.

Project Status

This is a small start project that is authorized for funding under the current transportation authorization act, called SAFETEA-LU. The adopted alignment is 16 miles long, and the daily ridership is estimated at 14,000, compared to fewer than 4,000 daily passenger boardings today. This project is being jointly advocated by SANBAG, the City of San Bernardino and Omnitrans.

Funding Summary (\$ millions)

Federal:	
Section 5309 Small Starts	\$75.00
FHWA Flexible Funds (CMAQ)	\$16.15
Section 5307 Bus Discretionary	\$7.35
STIP Funds*	\$5.00
VA Hospital Land Donation	\$3.00
State:	
Proposition 1B Funds	\$8.00
Transit Assistance Fund	\$7.94
Local:	
San Bernardino County Measure 1	\$5.56
City of San Bernardino, Loma Linda University, California State University	\$12.90
Local Transportation Fund	\$13.50
Private Sector:	
Developer Contributions	\$4.00
Street Improvements	\$5.00

Est. Total Project Cost: \$192 million*

Est. Unmet Funding Need: \$ 29 million

*Est. total project cost and funding summary will be updated in January)

ATTACHMENT #2 – Draft Project Descriptions

- ***Metrolink 1st Mile Extension Program***
\$2 million (Baca)

DRAFT

Request

SANBAG is seeking \$4 million to fund right-of-way acquisition.

Project Description

This project will allow Metrolink trains access to a planned intermodal transit facility in the City of San Bernardino. More specifically, the 1st mile extension will reconstruct rail infrastructure on the existing Redlands Subdivision and City of San Bernardino right-of-way to include double tracking between the San Bernardino Depot and the proposed station at Rialto and E Streets where a multi-modal transit center will be constructed. The total Project length is approximately one-mile per the locally preferred alternative in the Alternatives Analysis (AA) Report as adopted by the SANBAG Board of Directors.

The Redlands First Mile (Project) – The goal of the Project is to prepare preliminary and final engineering and environmental documentation/permitting necessary for SANBAG to bid, award, and construct the extension of Metrolink service from the San Bernardino Depot to a new proposed transit center at Rialto Ave. and E Street in the City of San Bernardino. In addition, right-of-way mapping of the entire Redlands Subdivision and transit oriented development assistance to cities along the route will be required as well as possible other on-call services.

Project History

As part of the on-going Redlands Passenger Rail Project Alternative Analysis, the extension of Metrolink to the Rialto Ave. and E Street transit center as the new Metrolink terminus station was adopted by the SANBAG Board as the local preferred alternative (LPA). The next phase of the project is to prepare engineering designs and environmental documentation.

Project Status

Request for Proposals Open	October 2009
Proposal Due Date	December 2009
Award Consulting Contract	February 2010

Additional Project Information

The Consultant will be required to perform all professional and technical services necessary to prepare the environmental, engineering, and right-of-way documents for the Project. Coordination between SANBAG, SCRRA, BNSF, the cities of San Bernardino, Loma Linda, and Redlands, Omnitrans, Caltrans, and Consultant will be accomplished through a SANBAG Contract Manager, Mr. Mitchell A. Alderman, PE, Director of Transit and Rail Programs, or his designee.

Est. Total Project Cost:	\$40 million*
Est. Unmet Funding Need:	\$40 million*

Funding Summary

It is anticipated that the Project will be completed using local or state funds, which are yet to be identified.

*Actual estimates will be confirmed in January

ATTACHMENT #2 – Draft Project Descriptions

- ***I-215 Corridor South: Bi-County Project***
\$4 million (Baca/Lewis)

DRAFT

Request

SANBAG is seeking \$4 million to fund right-of-way acquisition.

Project Description

SANBAG and the Riverside County Transportation Commission (RCTC), in cooperation with Caltrans, are planning to construct a High Occupancy Vehicle (HOV) lane in each direction of Interstate 215 (I-215). The proposed project would connect and close the gap between two separate HOV projects namely, the I-215 Reconstruction to the north and the State Route 91 (SR-91) HOV Project to the south. The SR-91 HOV improvements are scheduled to begin construction in 2010. The first phase of the I-215 HOV lanes to the north is currently under construction. The completion of this HOV gap closure will provide a continuous HOV lane from San Bernardino to the City of Artesia near Interstate 110 (I-110) in Los Angeles County via the I-215 and SR-91. Once constructed, this project will complete an approximately 70-mile HOV system.

This HOV lane gap closure project is located between the I-215/State Route 60 (SR-60)/SR-91 Interchange to the south and the Orange Show Road Interchange to the north, which is immediately north of Interstate 10 (I-10). The HOV lane gap closure project includes construction of approximately 7.5 miles of HOV lanes in the existing median with minimal outside widening and median barrier replacement. Other work associated with the project is replacement of the existing Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroad (UPRR) underpasses between the Iowa/La Cadena and the Barton Road Interchanges and widening of the I-215 bridges over the UPRR tracks south of I-10, over I-10, and over the Santa Ana River. There are limited to no new acquisitions expected with the project.

Project History

Improvements along this portion of I-215 originally consisted of the addition of a mixed-flow lane and HOV lane; however, the need to deliver much needed transportation congestion relief and route continuity with the I-215 corridor improvements to the north and SR-91 improvements to the south prompted the need to down scope the project. Approved by the SANBAG board of directors in February 2009, the general consensus was to move forward with the addition of the HOV lane to close the gap between the HOV systems to the north and the south and construct the mixed-flow lane in the future.

Project Status

Preliminary design and environmental technical studies are underway. The Project Approval and Environmental Document (PA/ED) phase is expected to be completed in early 2011 and award of construction contract in mid-2012. Construction is expected to last about two years.

Additional Project Information

RCTC, as a partner agency, has agreed to share the project costs with SANBAG. Current estimates indicate that RCTC's share will roughly be between 18-25% of the total project cost. Remaining balance will be funded with future Federal, State, and Local funds.

Budgetary Estimate Summary (in \$000's)

PE	\$16,400
ROW	\$10,000
Construction	\$133,790
Est. Total Project Cost:	\$160 million
Est. Unmet Funding Need:	\$ 0*

Funding Summary (in \$000's)

Measure I	\$23,000
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*Current estimates are anticipated to increase; unmet funding need, if any, will be confirmed in January.

ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Devore Interchange Improvements***
\$5 million (Dreier)

DRAFT

Request

SANBAG is seeking \$5 million for design, mitigation and right-of-way acquisition.

Project Description

The Devore Interchange will reconfigure the Interstate 15/Interstate 215 (I-15/I-215) Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

Project History

SANBAG has designated the widening of I-15 and the reconstruction of the Interstate 15/Interstate 215 Interchange in Devore as its highest priority through the Proposition 1B Trade Corridors Improvement Fund. This project will increase truck throughput and reduce delays in this heavily traveled section of San Bernardino County. The Devore Interchange is a corridor of National and Regional Significance, and the Federal Highway Administration has identified the I-15 through the Cajon Pass as the second worst grade-related bottleneck on Interstate Corridor freeways in the United States.

Project Status

In April 2008 the California Transportation Commission approved SANBAG's application for \$118 million of TCIF funding. The Project Study Report was approved in March 2009 and SANBAG is currently in the preliminary engineering phase of the project. SANBAG is evaluating design alternatives and working on the environmental clearance document. SANBAG anticipates this will take until 2011.

Budgetary Estimate Summary

Project Phase	Preliminary Engineering
Construction Start Date	November 2013
Est. Total Project Cost:	\$368,553 million
Est. Unmet Funding Need:	\$151 million

Funding Summary (in \$000's)

Measure I	\$7,075
State – TCIF	\$118,012
Future Federal, State, Local	\$ 92,466
Est. Total:	\$368,553

ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Base Line Road Interchange***
\$1.5 million (Dreier)

DRAFT

Request

SANBAG is seeking \$1.5 million for this project for anticipated increases in right-of-way acquisition.

Project Description

The Base Line Rd./I-15 Interchange is located just north of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include constructing a loop ramp for westbound Base Line Rd. to southbound I-15, and replacing of the existing East Ave. overhead structure located north of the interchange, widening Base Line Rd. from 4 to 6 through lanes, and providing two left turn lanes for eastbound Base Line to the northbound I-15 on-ramp.

Project History

The City of Rancho Cucamonga has already invested \$6.2 million in local funds for right-of-way (ROW) acquisition and \$1 million for preliminary engineering. All technical studies for the Environmental Impact Report (EIR) have been completed and approved by Caltrans.

Project Status

The current estimated construction cost is \$30.4 million, and the total project cost is \$43.1 million. The total project cost includes the cost of preliminary engineering, acquiring right-of-way, and construction administration. The Initial Study/Environmental Assessment (IS/EA) has been submitted to FHWA, and authorization to circulate for public comment has been requested. Design began in February of 2009, and is expected to be completed by October of 2010. The design will be funded with a combination of local and Federal funds.

Funding Summary

Federal Appropriations (FY 2004) IMD	\$752,335
Federal Appropriations (FY 2005) IMD	\$861,300
Federal Appropriations (FY 2005) DBP	\$463,913
Federal Appropriations (FY 2008) IMD	\$679,140
Federal Appropriations (FY 2009) IMD	\$712,500
SAFETEA-LU (FY 2005-2009)	\$4,000,000
City funds (Development Impact Fees)	\$17,667,000*
San Bernardino County Measure I (2010-2040)	\$18,000,000*
Est. Total Project Cost:	\$43.1 million
Est. Unmet Funding Need:	Anticipated increase in ROW acquisition

*Committed funding to be confirmed in January

ATTACHMENT #2 – Draft Project Descriptions

- ***Needles Highway***
\$5 million (Lewis)

DRAFT

Request

SANBAG is seeking \$5 million for project development and design.

Project Description

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs.

Project History

Previously the State of Nevada had allocated \$14 million to the project, \$7 million of which is to be spent on the California segments. Because of increased project costs, Nevada Department of Transportation rescinded the \$7 million that was programmed for the California side to fund construction on the Nevada side of the highway. Ongoing discussions with Nevada are taking place to reprogram the Nevada contributions to this project. SANBAG has allocated \$2,478,840 of Surface Transportation Program formula funds to the project, and the project has received \$5,834,701 in allocation of Public Lands and Highways funds. The project is included in SANBAG's Comprehensive Transportation Plan.

Project Status

The environmental approval should be complete by January 2012. Currently the project is funded through the environmental and design phases.

Budgetary Estimate Summary

Project Phase	PA&ED
Construction Start Date	2012
Est. Total Project Cost:	\$80 million
Est. Unmet Funding Need:	\$71,686,459

Funding Summary

Surface Transportation Program	\$2,478,840
Public Lands	\$5,834,701

ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Ranchero Road Interchange***
\$3 million (Lewis)

DRAFT

Request

SANBAG is seeking \$3 million for project development and design.

Project Description

The Ranchero Road/Interstate 15 (I-15) Interchange Project proposes to construct a new over-crossing, entrance and exit ramps with Interstate 15 in Hesperia. East-west mobility and access to and from I-15 are among the most significant transportation deficiencies within the Victor Valley. With the completion of the Ranchero Rd. Burlington Northern Santa Fe Railroad Undercrossing and the Ranchero Rd./I-15 Interchange, Ranchero Rd. will ultimately be widened from two lanes (one lane each direction) to six lanes and will serve as a super arterial roadway providing improved east-west mobility and access to I-15 to residents of Hesperia.

Project History

Ranchero Road Interchange is one of three phases of the Ranchero Road Corridor Project, which has been the City of Hesperia's highest priority transportation capital improvement project for the past several years. This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles.

Project Status

The project is currently in the Plans, Specifications and Estimates (PS&E) phase and with additional funding, design work can begin. The City has committed \$63 million of Development Impact Fees, Redevelopment Agency Bonds, and Local Measure I Pass-through Funds to the project, in addition to the \$7.979 million of Prop 1B STIP Augmentation funds that were allocated to the project by the SANBAG Board.

Project Phases

Phase I involves construction of a full-service interchange at Interstate 15, which will connect the improvements in phases II and III to the interstate system. This project is identified as Project SBD031279 in the Regional Transportation Improvement Program. National Environmental Policy Act (NEPA) clearance is anticipated in Spring 2010, with design expected to be completed in late 2010. Construction can commence by 2011.

Phase II involves construction of a new undercrossing at the BNSF Railway right-of-way. This phase received environmental clearance from Caltrans, acting as NEPA delegate to the Federal Highway Administration. Right-of way acquisition has begun, and design is nearing completion.

Phase III involves widening five miles of Ranchero Road from the new undercrossing (through an unincorporated portion of San Bernardino County) to Interstate 15. Design of this phase is also underway at this time and is being done in cooperation with the County. Construction is tentatively scheduled for 2010.

Interchange Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,260
Final Design	\$ 3,315
Right of Way	\$ 15,550
Construction	\$ 60,000
Est. Total Project Cost:	\$ 80,125

Interchange Funding Summary (in 000s)

Local – City (RDA, DIF)	\$54,506
Measure I MLHP	\$ 7,979
Measure I Local Streets	\$ 8,598
State - STIP	\$ 7,034
Federal – Demo	<u>\$ 2,008</u>
Est. Total Funds Committed:	\$80,125*

*Est. unmet funding need to be confirmed in January.

ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Nisqualli-Yucca Loma Corridor***
\$2 million (Lewis)

DRAFT

Request

SANBAG is seeking \$2 million for Phase III project development of the I-15 Corridor: Nisqualli-Yucca Loma Corridor.

Project Description

This project will create an alternate east/west corridor that will provide congestion relief for the I-15 Interchanges at Bear Valley Road and Palmdale Road, as well as State Route 18 at D Street in Victorville. In addition, the Yucca Loma Bridge will provide the Town of Apple Valley with another crossing of the Mojave River and connect the urban/commercial cores of Victorville and Apple Valley. Starting at the corridor's east end, Yucca Loma Road will connect to Yates Road, and then connect to Hesperia Road via a newly constructed extension to Green Tree Boulevard and bridge over the Burlington Northern Santa Fe railroad tracks. Drivers will have easy access to Interstate 15 via the new interchange at LaMesa/Nisqualli Road and the existing Palmdale Road interchange on the west end of the corridor.

This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles. The interchange portion of the project will serve as a conduit across the freeway and help disperse traffic from existing interchanges that were not designed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

Project History

The County of San Bernardino has begun the design phase for the portion west of the Yucca Loma Bridge.

Project Status

Three agencies: the Town of Apple Valley, the County of San Bernardino, and the City of Victorville, are working together toward the design and construction of the Corridor. There are three phases of the project.

Project Phases

Phase I involves construction of the Yucca Loma Bridge over the Mojave River and improvements to Yucca Loma Road east of the bridge. The lead agency is the Town of Apple Valley.

Phase II involves widening of the existing Yates Road in an unincorporated portion of San Bernardino County west of the Yucca Loma Bridge. The design phase has begun.

Phase III involves construction of a bridge and road between Ridgcrest Road and Hesperia Rd. in the City of Victorville. The bridge will be an overpass over existing BNSF tracks and the road will be constructed near the existing Coad Road.

PHASE I: Yucca Loma Bridge and Yucca Loma Road Improvements

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 3,100
Right of Way	\$ 34
Construction	\$ 47,776
Est. Total Cost:	\$ 50,910

PHASE II: Yates Road

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 1,200
Right of Way	\$ 1,050
Construction	\$ 15,750
Est. Total Cost:	\$ 18,000

PHASE III: Green Tree Blvd. Extension

Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 2,840
Right of Way	\$ 2,120
Construction	\$ 27,160
Est. Total Cost:	\$ 32,120
Est. Unmet Funding Need:	\$ 2,840

ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: La Mesa-Nisqualli Interchange***
\$5 million (McKeon)

DRAFT

Project Request:

SANBAG is requesting \$5 million for the construction of this interchange.

Project Description

This project connects La Mesa Road on the west side of Interstate 15 with Nisqualli Road on the east side by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley. The interchange will also serve as one of the phases of a new east-west corridor in the middle of the Victor Valley linking Interstate 15 with the unincorporated community of Spring Valley Lake and the Town of Apple Valley.

The LaMesa/Nisqualli Interchange, situated between two major interchanges, Bear Valley Road and Palmdale Road (SR18 West), will also relieve congestion; they were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

Project History:

Traffic is heavy in the Victor Valley along the I-15. Between the year 2000 and 2007 traffic volumes jumped 42% on this portion of I-15. For that reason, SANBAG is using a corridor approach for demonstrating long-term planning to facilitate freight movement and relieve traffic congestion in the Victor Valley.

Project Status:

The design and right of way phases are fully funded. The design is at 90% completion. Right of way certification is scheduled for Spring, 2010. The construction contract is scheduled for award in Summer, 2010. SANBAG's "Nexus Study", which determines the fair share contributions from new development, identifies \$30 million in development mitigation funds for the construction phase. The remaining \$25 million public share of the construction cost needs funding.

Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,070
Final Design	\$ 5,180
Right of Way	\$ 24,560
Construction	\$ 60,000
Est. Total Project Cost:	\$ 90,810
Est. Unmet Funding Need:	\$ 25,177*

Funding Summary (in 000s)

Local – City	\$ 44,030
State – STIP	\$ 11,530
Federal Funding:	
Demo	\$ 1,200
Demo-ISTEA	\$ 4,823
RSTP-L	\$ 3,800
Section 115	\$ 250
Total Funds Committed:	\$ 65,633

*This project was part of SANBAG request for a federal TIGER Grant; if grant awarded in January, might not need to seek appropriations for this project.

ATTACHMENT #2 – Draft Project Descriptions

- **High Desert Corridor/I-15 Interchange Project**
\$5 million (McKeon)

DRAFT

Request

SANBAG is seeking \$5 million for project development, environmental, right-of-way acquisition and construction.

Project Description

The High Desert Corridor/I-15 Interchange is the first segment of a new highway linking the Victor Valley in San Bernardino County with the Antelope Valley in Los Angeles County. This project will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base).

This interchange is considered as a necessary project to facilitate plans to construct new highway called the High Desert Corridor, which will expand the multi-modal capability for goods movement, with the potential of creating 10,000 jobs.

Project History

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. The HDC first received funding in TEA21 for the section between U.S. 395 in Adelanto and State Route (SR) 18 in Apple Valley. SAFETEA-LU designated a portion of HDC as E-220, however no funding accompanied the designation.

Project Status

Local match from Apple Valley/Victorville for Federal Funds have been received in the amount of \$2,460,000. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identified \$38,220,000 in development mitigation funds for this project.

Additional Project Information

While SANBAG's advocacy effort focuses on support for funding for this interchange, SANBAG also supports efforts to utilize public-private partnerships (P3's) authority to provide a broader array of funding types to support the delivery of this project and the adjoining High Desert Corridor.

Budgetary Estimate Summary (in \$000's)

Project Status	PA&ED Phase
Project Phase	Current phase of project is in PA&ED
Construction Start Date	2017
Est. Total Project Cost:	To be confirmed

Funding Summary

TEA-21 (Lewis)	\$7,500,000 – Phase I
SAFETEA-LU (Lewis)	\$4,000,000 – Phase I
2005 Federal Appropriations CBP (Lewis)	\$3,000,000 – Phase I
2006 Public Lands (FHWA)	\$2,000,000 – Phase I

ATTACHMENT #2 -- Draft Project Descriptions

- ***SR-60 Central Ave. Interchange Improvements***
\$6 million (Miller)

DRAFT

Project Request:

SANBAG is requesting \$6 million for Project Approval/Environmental Document, design and right-of way acquisition.

Project Description

The Central Avenue interchange at State Route 60 (SR-60) is located at the north entrance of the City of Chino in a fully developed commercial area. Traffic congestion on the SR-60 puts major pressure on this regional roadway and the Cities of Chino and Montclair.

The State of California, Department of Transportation (Caltrans) is planning on widening SR-60 to accommodate one additional lane in each direction. This improvement requires widening of the Central Ave. Bridge crossing SR-60 Freeway to accommodate for widening of the ramps and the designated freeway lanes. Three alternatives are proposed by Caltrans to reduce congestion and assist traffic flow both on Central Ave. and SR-60. San Bernardino Associated Government (SANBAG), Caltrans, the City of Chino, the City of Montclair and the County of San Bernardino will be financially responsible for the design and construction of the project.

Central Ave. is a major arterial street connecting Interstate 10, SR-60 and Expressway 71 freeways between the Cities of Chino, Ontario and Montclair. Once completed, the widening improvements will be immediately evident to the City of Chino, however, surrounding cities will also benefit from this improvement.

In addition, this improvement will accommodate future widening of SR-60, one lane each direction as a separate project. This project will help to reduce congestion and facilitate regional goods movements from the ports of Los Angeles and Long Beach to the nation as SR 60 is one of two facilities that are utilized by trucks to access Interstate 15.

Project Status

Caltrans has prepared a Draft Project Study Report (PSR) proposing three alternatives to reduce congestion and assist traffic flow both on Central Avenue and SR-60. Once the PSR is approved, Caltrans anticipates a 30 month period for completion of the Project Approval/Environmental Document (PA/ED) portion of the project. Currently, Caltrans estimated the design and construction cost to be \$48,100,000 .

Budgetary Estimate Summary

The Environmental/Preliminary Engineering (PA/ED)	2012
Est. Total Project Cost:	\$48,100,000
Est. Unmet Funding Need:	\$15,000,007

Funding Summary

Measure I	\$13,656,664
Chino	\$17,847,387
Montclair	\$116,777
County (Chino Sph)	\$175,165*
County (Montclair Sph)	\$1,304,000*

*Committed funds to be confirmed in January

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 8

Date: December 2, 2009

Subject: Amendment to Contract with Best, Best & Krieger LLP

Recommendation:*

- 1) Approve a budget amendment for Task No. 82210000 (SR-210 Right-of-Way Acquisition) to increase the 2009/2010 fiscal year allocation by \$1,200,000 for a total amount of \$1,837,454. The funding source is Measure I Major Projects.
- 2) Approve Amendment No. 7 to Contract No. 05-016 with Best, Best & Krieger (BB&K), Attorneys at Law, to provide legal counsel for the Colonies Lawsuit and the Cactus Basin Flood Control Channel lawsuit in the amount of \$1,200,000 for a total contract amount of \$2,625,000.

Background: This is an amendment to an existing contract with the firm Best, Best & Krieger (BB&K) to provide legal services related to a lawsuit involving various public entities relative to the acquisition of right of way for the SR 210 Freeway Project, commonly referred to as the Colonies lawsuit and the Cactus Basin lawsuit.

On August 4, 2004, the Board of Directors authorized Agreement No. 05-016 with the BB&K to provide legal counsel representation of the Colonies lawsuit for an amount of \$350,000.

On February 1, 2008, SANBAG was served with litigation by the San Bernardino County Flood Control District related to the Cactus Basin Flood Control Channel located within the City of Rialto. To provide consistency between the two separate, but related lawsuits, the Board amended BB&K's contract in April 2008

*Approved
Board of Directors*

Date: December 2, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

to include legal counsel representation for the Cactus Basin Flood Control Channel lawsuit.

The contract has been amended five times bringing the existing contract total to \$1,425,000. Significant effort has gone into defending these lawsuits. Effort has included reviewing the complaints, gathering documents, preparing and filing the demurrers, preparing and filing the cross-complaint, document review and production, discovery, and the commencement of conducting depositions.

An amendment of \$1,200,000 to BB&K's contract is requested to cover on-going legal costs and significant third party expert and consultant expenses to defend the cases. It is impossible to predict, with any certainty, the future expenditures required to defend these two lawsuits. It is dependent on the rulings issued by the courts and the nature of the litigation. The Colonies case is slated to go to trial in the summer of 2010. With this date fast approaching a lot of work needs to be accomplished in the remaining few months before the trial. The Cactus case is currently in the discovery and document review phase of the trial. This amendment will allow BB&K to continue to defend this case without interruption.

SANBAG's insurance company is covering the legal costs of Cactus Basin and the Colonies lawsuits.

The cost of legal counsel for these two litigations has exceeded what was estimated when the current fiscal year budget was prepared. Therefore, a budget amendment of \$1,200,000 is recommended.

Financial Impact: The item is not consistent with SANBAG FY 2009/10 budget, TN 82210000. A budget amendment of \$1,200,000, funded by Measure I Major Projects Fund, is required for a total of \$1,837,454. This total does not include prior year encumbrances.

Reviewed By: This item was reviewed and recommended for approval by the Legal Ad Hoc Committee on November 24, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. **C05016-07**
by and between San Bernardino Associated Governments
and
Best, Best Krieger
for
Legal Services

FOR ACCOUNTING PURPOSES ONLY						
<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original			
<input type="checkbox"/> Receivable	Vendor ID <u>BBK</u>	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment			
Notes:						
Original Contract: \$ <u>75,000</u>		Previous Amendments		\$ <u>1,350,000</u>		
Contingency / Allowance Amount \$ <u>0</u>		Previous Amendments Contingency / Allowance Total:		\$ <u>0</u>		
		Current Amendment:		\$ <u>1,200,000</u>		
		Current Amendment Contingency / Allowance:		\$ <u>0</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.						
Contract TOTAL ►						\$ <u>2,625,000</u>
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
<u>8220</u>	_____	_____	<u>5553</u>	_____	<u>MSI</u>	\$ <u>1,200,000</u>
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>8/4/04</u>				Contract Start: <u>8/4/04</u>		Contract End: <u>Open</u>
New Amend. Approval (Board) Date: <u>12/2/09</u>				Amend. Start: <u>12/2/09</u>		Amend. End: <u>Open</u>
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>1,200,000</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ _____
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>8220</u> (C-Task may be used here.).						
<input checked="" type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State/Local Funds
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)

Task Manager: Garry Cohoe	Contract Manager: Garry Cohoe
Task Manager Signature	Contract Manager Signature
<u>11/19/09</u> Date	<u>11/19/09</u> Date
Chief Financial Officer Signature	Date

Finance will not process any payments without budget authority and properly executed contracts.
C05016-07

BEST BEST & KRIEGER

ATTORNEYS AT LAW

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(925) 977-3300

Steven C. DeBaun
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Steven.DeBaun@bbklaw.com

November 18, 2009

Mayor Morris
c/o Garry Cohoe
San Bernardino Associated Governments
1170 West Third Street
2nd Floor
San Bernardino, CA 92410-1715

Re: Amendment No. 7 to Legal Services Agreement (SANBAG Contract No. 05016)

Dear Mayor Morris:

As we will discuss with the SANBAG ad hoc legal committee on November 24, 2009, Best Best & Krieger LLP is requesting that our contract be increased to a total of \$2,625,000 for the continued defense of the Colonies and Cactus Basin suits brought against SANBAG. All other provisions of the original contract retainer agreement shall remain in full force and effect.

If this letter meets with your approval, please sign and date it, and return the original to us. Thanks for your consideration on this matter. Please call me with any questions.

Sincerely,



Steven C. DeBaun
of BEST BEST & KRIEGER LLP

AGREED AND ACCEPTED

By: _____
Paul M. Eaton

Date: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: December 2, 2009

Subject: Amendment No. 2 to Construction Engineering Support Services Contract No. C07150 with LAN Engineering Corporation for State Street/University Parkway Grade Separation project

Recommendation: * Approve Amendment No. 2 to Contract C07150 with LAN for work items related to Construction Support Services for the State Street/University Parkway Grade Separation project increasing the contract limit by \$20,000 to \$220,000 and extending the contract completion date to April 7, 2010.

Background: This action is an amendment to a current consultant services contract. LAN Engineering, the design consultant who prepared the plans (Engineer of Record) was awarded a contract in February 2007 for consultation, clarifications and necessary changes during construction. Typically, the contract scope for construction support services can not be precisely defined since it depends entirely on how things progress in the field. This amendment, for an amount of \$20,000 is necessary to fund additional construction support services that were not originally anticipated. The major items of additional work include:

- Preparing plat maps and legal descriptions of remnant parcels for disposition to local agencies and adjacent property owners.
- Support services for ongoing eminent domain actions for various parcels on the project.

*

*Approved
Board of Directors*

Date: December 2, 2009

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

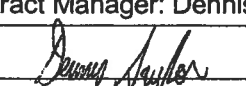
Financial Impact: This action is consistent with the FY 2009/10 budget. Task 87110000

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on November 12, 2009. SANBAG Counsel has reviewed and approved the agreement as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. C07150-02
by and between
the San Bernardino County Transportation Authority
and
LAN Engineering Corporation
for

State Street/University Parkway Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # C07150 Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ 100,000.00		Previous Amendments Total: \$ 100,000.00		
		Previous Amendments Contingency Total: \$ 0.00		
Contingency Amount: \$		Current Amendment: \$20,000.00		
		Current Amendment Contingency: \$		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ 220,000.00
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
871	5553	BNSF	_____	\$ 20,000
\$ _____				
Original Board Approved Contract Date: 2/7/07		Contract Start: 2/7/07		Contract End: 12/31/09
New Amend. Approval (Board) Date: 12/2/09		Amend. Start: 12/2/09		Amend. End: 4/7/10
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: 09/10 \$ 20,000		Future Fiscal Year(s) – Unbudgeted Obligation →	\$ 0
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? 871 If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Garry Cohoe			Contract Manager: Dennis Saylor	
 Task Manager Signature			 Contract Manager Signature	
Date 11/4/09			Date 11/4/09	
 Chief Financial Officer Signature			Date 11/4/09	

SANBAG Contract No. C07150

Amendment No. 2

By And Between

San Bernardino County Transportation Authority

And

LAN Engineering Corporation

For

State Street/University Parkway Grade Separation

This AMENDMENT No. 2 to SANBAG Contract No. C07150 entered into as of this 2nd day of December 2009, by LAN Engineering Corporation (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WHEREAS, AUTHORITY, under AUTHORITY Contract No. C07150 has engaged the services of CONSULTANT to provide Construction Support Service for State Street/University Parkway Grade Separation project and,

WHEREAS, the parties desire to amend the aforesaid contract scope of work;

NOW THEREFORE, the parties do mutually agree to amend Contract No. C07150 as follows:

1. Amend Article 3, subsection 3.2 increasing the contract cost by \$20,000.00 to a total not to exceed contract amount of \$220,000.00.
2. Amend Article 2, subsection 2.1 to set the new completion date of this contract to April 7, 2010.
3. All other provisions and terms of the contract and Amendment 1 shall remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

By: _____
Paul M. Eaton, President
AUTHORITY Board of Directors


Date: _____

LAN Engineering Corporation

By: _____
G.J. William Nascimento, President

Date: _____

Approved as to form:

By:  _____
Jean Rene Basle, AUTHORITY
Counsel

Date: 11/18/09

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: December 2, 2009

Subject: Interstate 215 North Corridor Project Savings Strategy

- Recommendation:** *
1. Approve reprogramming savings from I-215 North Construction and SR-210 Construction, and reprogramming funds from I-215 Right-of-Way Acquisitions to the following projects, and fully fund I-215 Bi-County HOV Gap Closure with Measure I as described below and in further detail in Exhibit A:
 - a) I-215 Right-of-Way Acquisition
 - i) Program: \$5,570,000 CMAQ; \$800,000 PNRS
 - ii) Un-program: \$10,838,000 Measure I
 - b) SANBAG Local Stimulus
 - i) Program: \$10,000,000 Measure I
 - c) I-215 Bi-County HOV Gap Closure Right-of-Way and Construction
 - i) Program: \$35,621,000 CMAQ; \$34,850,000 STP; \$42,421,000 CMIA; \$8,667,000 Measure I
 2. Approve the use of Measure I or other funds at SANBAG's discretion, as required by the California Transportation Commission, if necessary, on the following projects to cover costs which exceed:
 - a) I-215 Segment 1&2 construction costs of \$174,800,000

*Approved
Board of Directors*

Date: December 2, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

- b) I-215 Segment 5 construction cost of \$29,207,000
 - c) SR-210 Segment 11 Direct Connector project construction cost of \$47,673,000
3. Authorize the SANBAG Executive Director to execute a new Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-215 Gap Closure Project.
 4. Authorize staff to negotiate with Caltrans to evaluate the potential for Caltrans providing professional services for the Plans, Specification and Estimates (PS&E) phase for the I-215 HOV Gap Closure Project.

Background:

Recommendation 1: Reprogramming of Savings

Bids have been opened and construction contracts have recently been awarded on the last two phases of the I-215 North Corridor, Phases 3 and 4. Phase 3 is comprised of I-215 Segments 1 and 2 and Phase 4 is comprised of I-215 Segment 5 and the I-215/SR 210 Connectors project. For both phases, the bids came in significantly lower than the amount of programmed funds. As a result, there is approximately \$119 million of allocated/obligated funding in excess of the current anticipated need on these projects providing an opportunity to fund additional improvements. The funds on these construction projects are comprised of Federal and State funds, therefore reprogramming of these funds must comply with the funding requirements of these various funds. Where the Federal funds are expended, for the most part, are at the discretion of SANBAG. The transfer of State funds, Corridor Mobility Improvement Account (CMIA), requires the approval on the California Transportation Commission (CTC).

The CTC has indicated that priority for any CMIA savings should be for additional improvements on the same corridor. In addition, the CTC requires that CMIA savings on a project transferred to additional improvements on the same corridor must include savings for all other fund types, including those at SANBAG's discretion. Since the CMIA funding on the I-215 North Corridor is funded through SANBAG's purchase of State General Obligation Private Placement Bonds, SANBAG staff has been requesting special consideration from the CTC as to the placement of these CMIA savings.

Based on the parameters noted above, staff is recommending the savings from I-215 Phases 3 and 4 remain on the I-215 corridor by transferring them to the following projects. The funding proposal is shown by Exhibit A and includes the following:

- The Board approved the allocation of \$11,760,000 of Measure funds to fund I-215 right-of-way shortfall. It is recommended that the majority of the shortfall be funded by Federal fund savings and that \$10,838,000 of Measure I funds be reprogrammed. Measure I funds in the amount of \$922,000 need to remain to provide the match to the Federal funds.
- Allocate \$10,000,000 of the Measure I funds from I-215 right-of-way to the SANBAG Local Stimulus program, fully funding this program.
- The remainder of the savings would be programmed on the I-215 Bi-County Gap Closure. A location map of the project is attached as Figure 1. The remaining savings includes \$70,471,000 of Federal funds under SANBAG's discretion and \$42,421,000 of CMIA funds requiring CTC approval.
- Fully fund the I-215 Bi-County Gap Closure by allocating \$8,667,000 of Measure I 2010-2040 funds.

Meetings have been held with CTC staff on the proposed reprogramming of funds and they have informally concurred with the proposal. As previously stated the reprogramming of CMIA funds requires CTC approval.

The I-215 Bi-County Gap Closure project improvements are partially within Riverside County, therefore requiring Riverside County Transportation Commission (RCTC) to program funds on this project. Meetings were held with RCTC staff and they will recommend to their Board that State Transportation Improvement Program (STIP) funds be programmed. STIP funds are subject to CTC approval.

In addition to the savings discussed above there is \$5,367,670 in Projects of National and Regional Significance (PNRS) funds that were slated for the I-215 North project, but were not programmed. These funds are no longer required. PNRS funds are a Federal earmark that can only be expended on improvements that are identified in Federal Legislation. The legislation for these PNRS earmarks only allows the funds to be expended on the I-215 North Corridor and Tippecanoe Interchange. Given this, an item to program these funds on Tippecanoe Interchange improvement project will be brought forward for the Board's consideration.

Recommendation 2: Coverage of any cost increases above the reprogrammed amount.

A draft CTC guideline on project savings, which is being considered for approval at the December CTC meeting, is that 10 percent of the savings remain on the project until construction is completed to cover any cost increases above the

construction amount. The problem with this guideline is that the I-215 North projects will not be completed until 2013, while per legislation CMIA funds have to be awarded for construction by 2012. In order for the CTC to approve the full project savings transfer from the I-215 North projects, CTC is requesting SANBAG commit to fully funding any costs that exceed the reprogrammed amount with funds that are at SANBAG's discretion. The proposed new project funding levels are based on as-bid costs plus a contingency allowance that also includes supplemental and agency furnished items. While it is anticipated that all construction capital costs associated with the project will be covered, the CTC requests that SANBAG formally commit to covering any costs above the new proposed project funding amounts. This is a low risk since the reprogrammed amount includes the construction contract award plus a contingency. The risk is that there could be some unforeseen work during construction that could result in a need for additional funding.

Recommendation 3: CMIA Baseline Agreement

The use of CMIA funding on a project requires execution of a project Baseline Agreement between the local agency, Caltrans, and the CTC. If CMIA funds are to be used on the I-215 Bi-County Gap Closure project, a new Baseline Agreement will need to be executed between SANBAG, Caltrans, CTC and RCTC to establish the schedule and funding commitments for the project. It is recommended that authority be granted to SANBAG's Executive Director to execute this legally non-binding agreement. The draft Baseline Agreement showing the proposed milestone dates and the funding is attached as Exhibit B.

Recommendation 4: Professional services for the preparation of plans, specifications and estimate (PS&E) for the I-215 BI-County HOV Gap Closure project

The I-215 HOV Gap Closure project is scheduled to receive environmental clearance in 2010 and the preparation of the final plans, specifications and estimate (PS&E) will commence. Staff has had initial conversations with Caltrans management about providing these services. Caltrans has the resources to provide these services and are willing to negotiate an agreement that will meet SANBAG's needs. Staff is recommending that negotiations continue with Caltrans since we have obtained the following understanding from their management.

- SANBAG will participate in the selection of the design team.
- SANBAG will actively participate in the development of the project.

- Caltrans expenditure reporting has been improved to provide accurate monthly reports allowing SANBAG to monitor expenditures.
- Caltrans has the resources to deliver the project on schedule.
- SANBAG can supplement Caltrans resources, if needed, to meet the schedule.

Another advantage of having Caltrans staff perform the final design work is that considering the multitude of Advisory and Mandatory design exceptions required for this project, Caltrans engineers will be able to work alongside Caltrans reviewers to resolve issues quicker and avoid multiple and lengthy review iterations that could occur if submittals are made by external parties.

RCTC has provided reference that Caltrans has performed well and met commitments in the preparation of the PS&E package for SR-91 HOV project. RCTC, a partner on the I-215 HOV Gap Closure project, concurs with entering into negotiations with Caltrans.

Financial Impact: This item in itself imposes no financial impact to the current fiscal budget. Budget amendments required as result of this agenda item will be brought forward to the Board for their consideration at a future meeting.

Reviewed By: This item was recommended for approval by the Major Projects Committee on November 12, 2009, and the Mountain/Desert Committee on November 20, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

EXHIBIT A

Programming Proposal to Utilize I-215 Savings													03-Nov-09
I-215 North													Numbers shown in (\$1,000)
Task Number	I215-Segment 1 & 2 Constr.	Cost Estimate	Total savings or needs	TEA 21 or DEMO LU	RIP/JIP	Measure	TCRP	TEA	CMAQ	CMAQ	STP	ARRA	PNRS
Existing Funding Plan	838	\$ 251,390		\$ 1,935	\$ 19,127		\$ 8,749	\$ 3,433	\$50,185		\$ 34,850	\$ 110,724	\$ 22,385
Propose Change			\$ 76,590				251		(\$41,181)		(\$34,850)		\$ (800)
Funding Plan		\$ 174,800		\$ 1,935	\$ 19,127		\$ 9,000	\$ 3,433	\$ 8,994		\$ -	\$ 110,724	\$ 21,585
I-215 Bi-County Gap Closure													
Existing Funding Plan	Segment 5 Constr.	838	\$ 44,667							\$ 44,667			
Propose Change			\$ 15,460							(\$15,460)			
Funding Plan		\$ 29,207								\$ 29,207			
Local Stimulus													
Existing Funding Plan	SR-210 Segment 11 Connectors Constr.	824	\$ 74,634		\$ 45,134	\$ 500				\$ 29,000			
Propose Change			\$ 26,981							(\$26,981)			
Funding Plan		\$ 47,653		\$ 45,134	\$ 500					\$ 2,039			
Existing Funding Plan	I-215 RW Additional Capital	838	\$ 11,760			\$ 11,760							
Propose Change						(\$10,838)				\$ 5,670			\$ 800
Funding Plan		\$ 11,760				\$ 922				\$ 5,570			\$ 800
I-215 Bi-County Gap Closure													
Existing Funding Plan	Local Stimulus	504/505	\$ -										
Propose Change			\$ 10,930			\$ 10,000							
Funding Plan		\$ 10,000				\$ 10,000							
Existing Funding Plan	I-215 Bi-County RW & Construction	839	\$ -										
Propose Change			\$ 121,559			\$ 8,667				\$ 35,621	\$ 42,421	\$ 34,850	
Funding Plan		\$ 121,559				\$ 8,667				\$ 35,621	\$ 42,421	\$ 34,850	

LEGEND:

	SAVINGS
	PROJECT NEEDS
	FUNDS FROM SAVINGS

Note: CMAQ funds reprogramming require CTC approval. PNRS funds can only be programmed on I-215 North and Tippecanoe Interchange

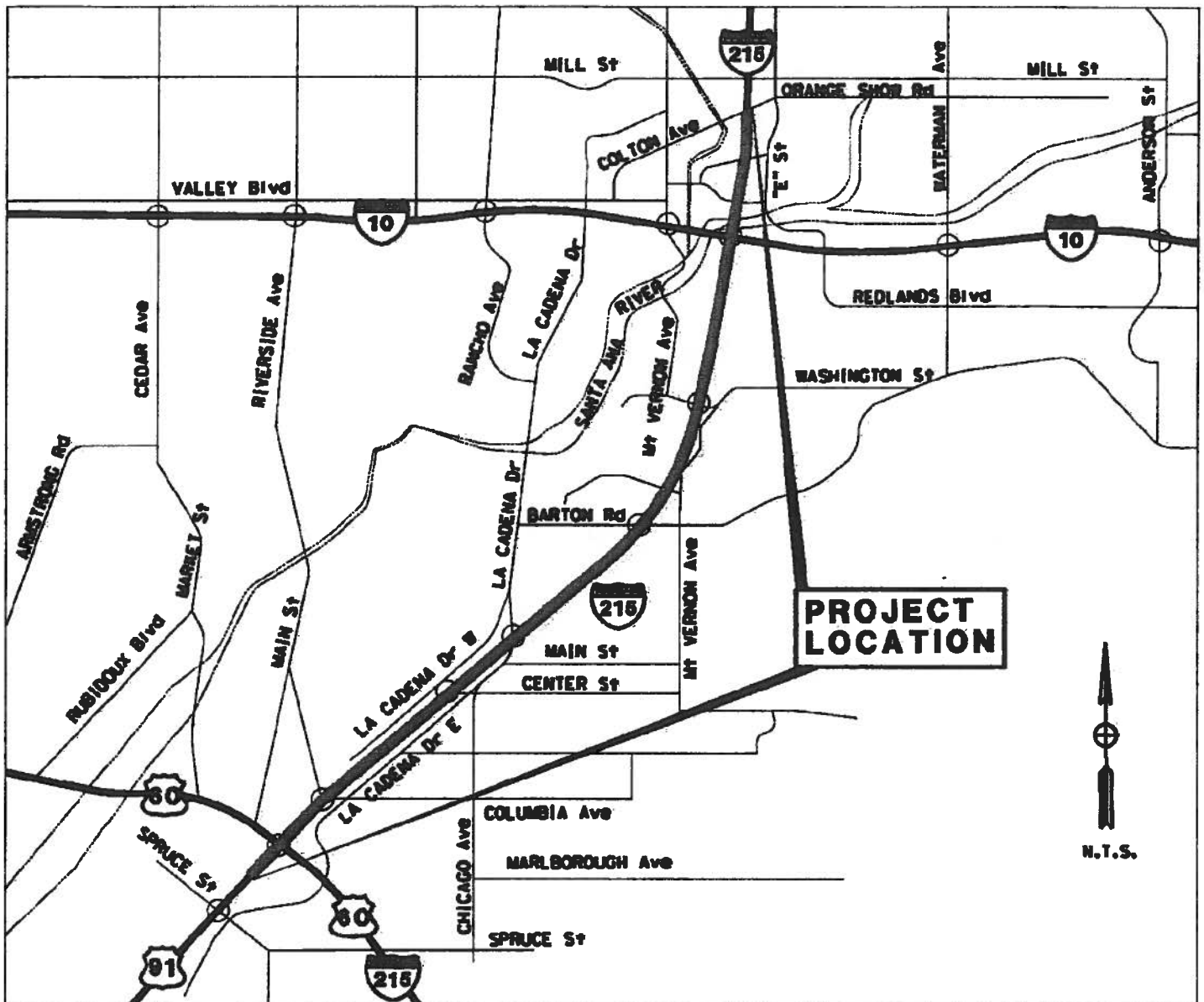
1. Replace \$6,370 Measure I on I-215 R/W with I-215 Construction Savings which consists of CMAQ \$5,570 and PNRS \$800. Parcels requiring the additional funding are on Segment 3 and have a current E-76 for CMAQ and PNRS funds.
2. \$922 of Measure I is required to match the CMAQ and PNRS. The remaining Measure funds is not needed for I-215 R/W.
3. Program the \$10,000 Measure I from I-215 R/W to the Local Stimulus.
4. Program the remaining Measure I balance of \$838 from I-215 R/W on the I-215 Bi-County
5. Program the remaining balance of I-215 construction savings on the I-215 Bi-County which consists of \$35,621 CMAQ, \$42,421 CMAQ and \$34,850 STP.
6. Fully find I-215 Bi-County by programming \$7,829 Measure I. Total Measure funds includes \$838 from I-215 R/W. Consider replacing Measure with Federal AC.

Note: Total ARRA funds on I-215 Segments 1&2 = \$128,064; \$17,340 programmed on Construction Management

I-215 BI-COUNTY HOV GAP CLOSURE PROJECT

LOCATION MAP

Figure 1



PRELIMINARY DRAFT - FOR INFORMATION ONLY

California Transportation Commission

APPENDIX A

CMIA Guidelines

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: San Bernardino Associated Governments		Fact Sheet Date: 11/05/09	
Contact Person	Khaill Saba		
Phone Number	909-948-7986	Fax Number	
Email Address	ksaba@sanbag.ca.gov		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
SBD	8	TBP	0M940	200614	215	20.7	5.7
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate: 32, 36 Assembly: 63			Congressional: 43, 44			
Implementing Agency (by component)	PA&ED: SANBAG R/W: SANBAG			PS&E: SANBAG CON: SANBAG			
Project Title	I-215 HOV Gap Closure Project						
<p>Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form) Project limits are as follows: 08-Riv-91 08-Riv-91-20.7/21.7, 08-Riv-215-43.2/45.3, 08-SBd-215-0.0/5.7. Construct approximately 7.5-mile HOV lane in each direction of I-215 beginning at the SR-91/SR-60/I-215 interchange to the south to I-215/Orange Show Road Interchange to the north. Includes BNSF and UPRR OH replacement and bridge widening over the UPRR line south of I-10, I-10, and the Santa Ana River.</p>							
<p>Description of Major Project Benefits The completion of this HOV gap closure will provide a continuous HOV lane from San Bernardino to the City of Artesia near I-110 in Los Angeles County via the I-215 and SR-91. Once constructed, this project will complete an approximately 70-mile HOV system.</p>							
<p>Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' NA</p>							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete				included in PA&ED			
Notice of Preparation Document Type:				2/10/09 ND/CE			
Begin Circulation of Draft Environmental Document				12/09/2010			
Final Approval of Environmental Document				05/20/2011			
Completion of plans, specifications, and estimates				05/30/2012			
Right-of-way certification				05/30/2012			
Ready for advertisement				06/25/2012			
Construction contract award				07/23/2012			
Construction contract acceptance				05/27/2014			

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet.
 A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.ctc.ca.gov/>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan

(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	05-Nov-09
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
SBD	8	TBP	0M940	200814	
Project Title:	I-215 HOV Gap Closure Project				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)	0	0	0	6,120	0	0	0	6,120
PS&E	0	0	0	0	10,287	0	0	10,287
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	12,163	12,163
R/W	0	0	0	0	0	10,211	0	10,211
CON	0	0	0	0	0	0	122,918	122,918
TOTAL	0	0	0	6,120	10,287	10,211	135,081	161,699

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON							42,421	42,421
TOTAL	0	0	0	0	0	0	42,421	42,421

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: Congestion Mitigation and Air Quality (CMAQ)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON							35,621	35,621
TOTAL	0	0	0	0	0	0	35,621	35,621

Funding Source: Surface Transportation Program (Local) STPL

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *							12,163	12,163
R/W								0
CON							22,454	22,454
TOTAL	0	0	0	0	0	0	34,617	34,617

Funding Source: Riverside County Measure A

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)				1,305				1,305
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	1,305	0	0	0	1,305

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan

(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

County	CT District	PPNO *	EA *	Date	05-Nov-09
SBD	8	TBP	0M940	Region/MPO/TIP ID	200814
Project Title: 215 HOV Gap Closure Project					

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: San Bernardino County Measure I								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)				4,815				4,815
PS&E					8,093			8,093
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W						10,211		10,211
CON								0
TOTAL	0	0	0	4,815	8,093	10,211	0	23,119

Funding Source: RCTC State Transportation Improvement Program (STIP)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E					2,194			2,194
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON							22,422	22,422
TOTAL	0	0	0	0	2,194	0	22,422	24,616

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX B

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District: District 08 County: San Bernardino County

Describe Project: Construct HOV lane in each direction from the I-215/SR-91/SR-60 Interchange to I-215/Orange Show Interchange

Route: I-215 EA: 0M450

Post mile: RIV-20.7/SBd-215 5.7 PPNO: TBP

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	X
Operational Improvement	X
Transp MGMT System (TMS)	X
Other (describe:)	

Project Location
(1 = So. Cal., 2 = No. Cal., or 3 = rural) 1

Length of Construction Period 2 years

Duration of Peak Period (AM+PM) 2 hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility		Count (No.)
Fatal Accidents		1
Injury Accidents		157
Property Damage Only (PDO) Accidents		N/A

Statewide Average for Highway Classification

	w/o Project	w/ Project
Accident Rate (per mil. veh-miles)	1.89	
% Fatal Accidents	0%	
% Injury Accidents	48%	

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design

	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes	3	3	
Number of HOV Lanes	0	1	2
Highway Free-Flow Speed (in mph)	56	58	(2 or 3)
Project Length (in miles)	8	8	

Average Daily Traffic	w/o Project	w/ Project
Current	164,000	
Forecast (20 years after construction)	260,865	292,391

Average Hourly HOV Traffic (if HOV lanes)	0	1,492
Percent Trucks (include RVs, if applicable)	7%	
Truck Speed (if passing lane project)	N/A	

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
2007-08	\$
2008-09	\$
2009-10	6120
2010-11	10287
2011-12	10211
2012-13	135081

COMMENTS:

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CONTACT: Mahmoud Mahdavi 916-653-9525 mahmoud_mahdavi@dot.ca.gov FAX: 916-653-1447

San Bernardino and Riverside County Interstate 215 HOV GAP Closure Project

08-RIV-91 20.7/21.7

08-RIV-215 43.2/45.3

08-SBd-215 0.0/5.7

In Riverside and San Bernardino County between the I-215/SR-91/SR-60 Interchange to the south and the I-215/Orange Show Road Interchange to the north

EA 0M450

PPNO

Corridor and Project Description

Corridor Description and Function

The project portion of Interstate 215 (I-215) is located within Riverside and San Bernardino Counties. Both counties have experienced elevated levels of population growth especially within the last few years. According to the Southern California Association of Governments (SCAG) integrated growth forecast data, the growth rate for Riverside County and San Bernardino County between 2003 and 2035 are 90% and 60% respectively. As of July 1st 2008, there were 2,106,328 persons in Riverside County and 2,060,722 in San Bernardino County, which ranks both counties as the fourth and fifth counties with the largest population in the state.

I-215 is an approximately 55-mile north-south interstate that begins at the Interstate 15 (I-15) junction in the City of Murrieta in Riverside County and terminates at the I-15 junction in the Community of Devore in San Bernardino County. I-215 is classified by FHWA as an economic lifeline corridor and is currently the only freeway serving several major communities in Western Riverside such as Winchester, Hemet, San Jacinto, and Perris. Presently, I-215 provides vital commercial freeway access for City of San Bernardino, a major metropolitan center, and other communities such as Grand Terrace and Colton (See Figure 1). I-215 also serves as an important trade and goods movement corridor and has been identified as a priority trade corridor for the National Free Trade Agreement (NAFTA) and is a vital piece of a north-south intercontinental route that connects Tijuana, Mexico, to Edmonton, Canada.

The project portion of I-215 consists of three mixed flow lanes in each direction. The adjacent I-215 Corridor Improvement Project to the north is currently under construction and will add a fourth mixed flow lane and a High Occupancy Vehicle (HOV) lane to each direction of the freeway. Construction of the I-215/State Route 91 (SR-91)/State Route 60 (SR-60) interchange project to the south added a fourth mixed flow lane along the Riverside County portion I-215. A project to add an HOV lane along State Route 91 (SR-91)/I-215 in Riverside County is currently in the project development phase and construction is expected to begin in 2010. Figure 2 illustrates the location of these adjacent HOV improvements as it relates to the project location. I-215 serves various community and logistical centers such as the California State University at San Bernardino, the San Bernardino International Airport (formerly the Norton Air Force Base), and the West San Bernardino Intermodal Facility of the Burlington Northern Santa Fe Railroad. I-215 part of the national highway system (NHS) and is classified in the Interregional Transportation Strategic Plan (ITSP) as a gateway corridor.

Project Specific Improvements

The San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) is proposing to construct a High Occupancy Vehicle (HOV) lane to close a gap between an HOV system that is being constructed as part of the I-215 Corridor Improvement Project to the north and the addition of an HOV system along SR-91 to the south. The proposed project will include construction of auxiliary lanes to facilitate weaving along the mainline, construct a concrete

median barrier, and widen bridges over the Union Pacific Railroad (UPRR) rail line just south of Interstate 10 (I-10), the Santa Ana River, and I-10. The project would also include replacement of the two railroad overhead structures. The project is not expected to require any new right-of-way.

Mobility

Closing a gap in the I-215/SR-91 HOV system will allow an uninterrupted carpool service beginning in San Bernardino and continuing to the City of Artesia in Los Angeles County. Without a disruption in the HOV system, the incentive for a modal shift into a shared-ride mode would be greater, especially for commuters that travel between San Bernardino, Riverside, Orange County, and Los Angeles. Although an HOV project is not intended to address congestion in the mixed flow lanes, the proposed project will result in some relief to traffic conditions on the mainline by taking commuters and vehicles out of the general purpose lanes and shifting users into the HOV lane.

Reliability

An HOV system without disruptions in service provides a significant amount of reliability for the commuter. Based on forecasted traffic conditions for the HOV system in the project's design horizon year of 2035, the carpool lane is expected to operate at LOS D or better during the both morning and afternoon peak hours while mainline LOS conditions are expected to be LOS E and LOS F. Preliminary calculations show that the project will reduce Vehicle Hours Travelled (VHT) by 12% afternoon peak hours and 5% during the morning peak hour.

The project is also expected to divert travelers that would otherwise use the local circulation network to avoid congested freeways. The project is expected to indirectly improve traffic conditions outside of the freeway prism.

Safety

Although the project is not primarily intended to improve safety along the project segment of I-215, the addition of the proposed HOV lanes and addition of auxiliary lanes will reduce congestion related accidents such as rear end collisions and sideswipes by improving traffic operations on the mainline. In addition, the project will reduce the number of vehicles using local arterials, which traditionally have a higher accident rate.

Project Benefits

Travel Time and Reduced Vehicle Hours Travelled

Travel time is expected to significantly increase for commuters using the HOV system; forecasted average speeds along the HOV lane is estimated at approximately 50 mph during both morning and afternoon peak hours as compared to the no-build forecasted speeds along the mainline general purpose lanes to be 24 mph. Preliminary VHT calculations show a substantial travel time savings with an up to 12% reduction in VHT for the transportation network in the build scenario.

Modal Shift and Air Quality and Energy Benefits

This project has been included in the approved 2008 Regional Transportation Plan (RTP). The project is expected to provide congestion relief along the mainline by moving commuters and vehicles into the HOV system. Shared-ride modes are known to inherently result in a reduction of air pollutant and greenhouse gas emissions. It is also known that travelers typically will take an out-of-direction route in order to avoid congested roadway; the project will provide some congestion relief and would thereby reduce out of direction travel in the no-build condition. Reduction of out-of-direction travel will result in

a reduction of air pollutant emissions and consumption of fuel. Other indirect benefits include reduction of travel costs for commuters and less vehicular wear-and-tear.

Other

Funding sources for this project included Measure I and Measure A dollars. CMIA funds allocated to this project would free measure funds for both San Bernardino and Riverside Counties and will allow the funding of other crucial projects on the State Highway System. Again, both Riverside and San Bernardino Counties are forecasted to experience significant growth, thereby prompting the need for improvements in infrastructure to meet demand.

Improved Access

Regional Blueprint Planning

Improvements along I-215 are consistent with the California Regional Blueprint Planning Program by supporting improved mobility and reliability. Improved travel reliability provides motorists with an opportunity to select from more housing and transportation choices. By making travel along the corridor more efficient, the project will contribute to California's improved economic competitiveness and quality of life.

Go California

GoCalifornia is a performance based, outcome driven roadmap to those improvements and investments that will yield the greatest benefit for all Californians today and in the future. This project implements two key strategies of the GoCalifornia Mobility Pyramid: operational improvements and system completion. The project will result in complete and improve connectivity between I-215 and SR-91 and significantly enhance interregional travel.

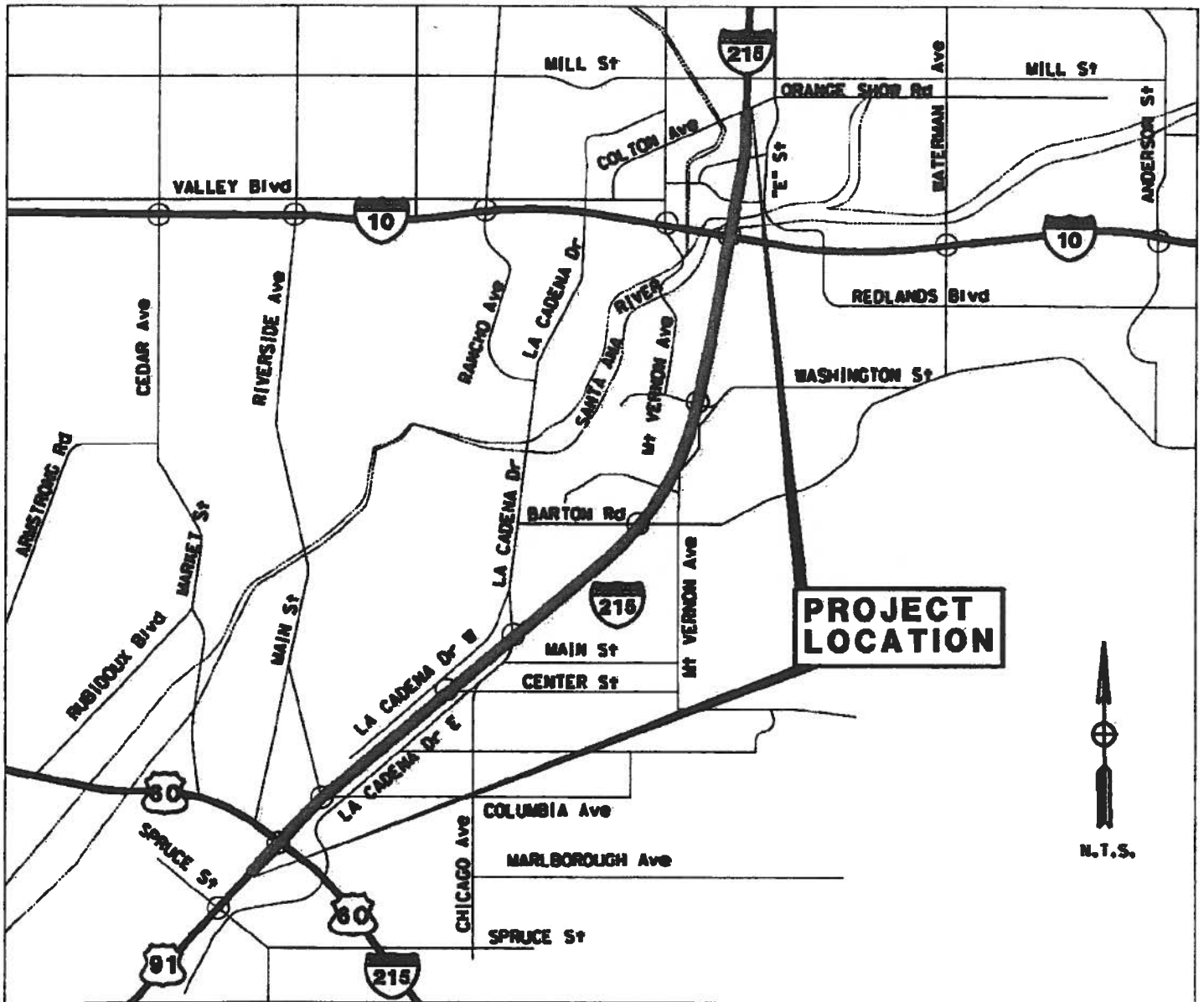
Access to Jobs, Housing, Markets, and Commerce

Both San Bernardino and Riverside Counties are leaders in Southern California for job creation that comes with rapid growth. The project will address growth of the anticipated demand on the transportation system. This corridor is a key link to employment centers in San Bernardino and it provides convenience for commuters for job markets in other regions as well. Commerce is dependent upon efficient freeways and local streets, and this project will positively affect the region's economic viability by improving the operational characteristics of important freeway corridors.

I-215 BI-COUNTY HOV GAP CLOSURE PROJECT

LOCATION MAP

Figure 1



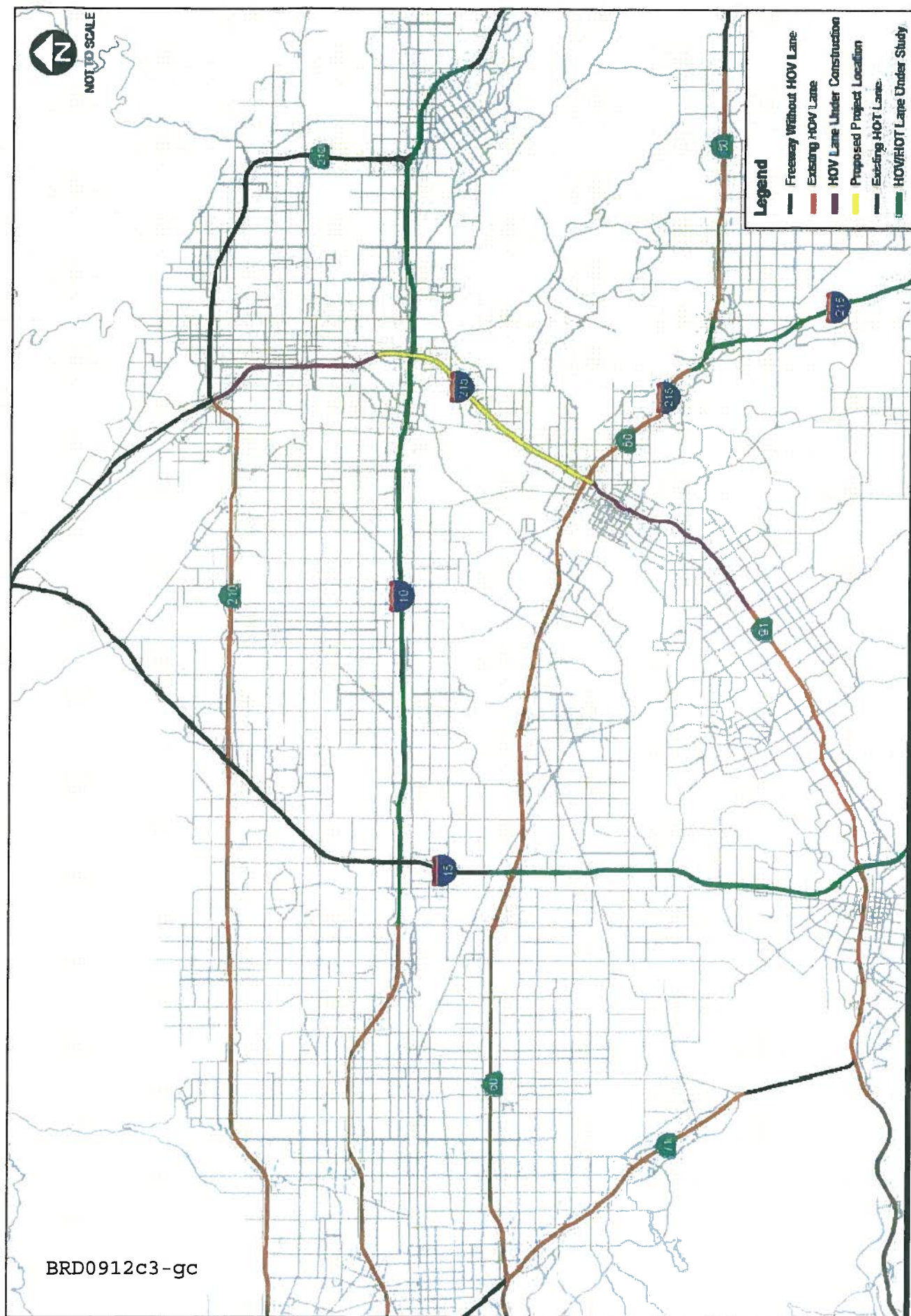


Figure 2